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PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

SMITH AGAINST THE FIELD

THE ECHOES OF THAT 1924 Democratic Convention have hardly died away, and the 1928 conventions are still two years in the future, yet politicians are already laying plans for the next Presidential campaign, and the newspapers are full of gossip and predictions about platforms and candidates. Just as President Coolidge is the central figure in the Republican discussion, so Gov. Alfred E. Smith of New York is the most conspicuous of the Democratic possibilities, judging from the press comment this summer. In the Governor's own State we find the independent Utica *Press* convinced by all the talk that "the country at large is taking the candidacy of Governor Smith for the Democratic nomination seriously," while the Republican Troy *Record* admits that "he is an outstanding leader, the cleverest politician in the country to-day, focusing every thought on his one great goal two years hence." In the national capital the Washington *Star* (Ind.) declares flatly that "Governor Smith is to-day the leader in the field for the Democratic nomination in 1928," and *The Post* (Ind.) argues that "were it not so the supporters of other aspirants for the nomination would not be so industrious in putting forward the claims of their candidates in an effort to offset the increasing tide toward Smith." "Whenever there are political discussions his name comes up first," we read in the Washington correspondence of the Baltimore *Sun* (Ind. Dem.). In New England the Springfield *Union* (Rep.) thinks "Smith looks like a likely Democratic Presidential nominee in 1928," and the Manchester *Union* (Rep.) considers him to-day "the most striking figure among his party's leaders." It is obvious to the Cincinnati *Enquirer* (Ind.) in Ohio—a State which has two Democratic favorite sons in the persons of Governor Donahey and ex-Senator Pomerene—"that other Democratic aspirants must be up and busy if they expect to head off Alfred E. Smith." The Des Moines *Register* (Rep.) insists that in the West Governor Smith's nomination "seems highly improbable and on the whole undesirable," altho "in the East he is regarded as the outstanding aspirant for the Democratic nomination." And yet we find several Western papers admitting the Governor's present leading position. It appears, for instance, to the St. Louis *Globe-Democrat* (Ind.) that the powerful contender in the 1928 convention "will be the man whose ability will carry with him the electoral votes of New York is not now questioned, to say nothing of the electoral votes of certain powerful Northern States," and in the opinion of the Sacramento *Bee* (Ind.) "Governor Smith is to-day the outstanding figure in the Democratic party."

Wide World photograph

THE AL SMITH SMILE

He is serving his third term as Governor of New York, and may be drafted for a fourth. Of the Presidency he says: "Great political honors are above the heads of all, and they must come downward and seek the man."

A succession of incidents, it may be remembered, have kept the name of Smith in the limelight during the present summer. In June there was the Western trip of Judge Olvany, the Tammany leader, during which he discovered much enthusiasm for the New York Governor, and flatly declared: "Al Smith will be the Democratic nominee for President, and he will carry this nation against Coolidge or any other nominee of the Republican party." Then came the Eucharistic Congress at Chicago, where Governor Smith was the most conspicuous layman; and altho he made no public appearances in Chicago and in the other Middle Western cities he visited, "wherever he went, there politics went also," remarked a Consolidated Press correspondent. On the Fourth of July there was the Tammany celebration at which Governor Smith jocosely replied, "I accept the nomination," when told that he was on the way to the White House. Later in the month came Governor Smith's visit to President Coolidge at White Pine Camp, which set the correspondents to wondering whether it would be "Cal" against "Al" two years hence. Then, early this month Senator Caraway (Dem.), of Arkansas, gave a new twist to the Smith talk when he said in an interview: "If Governor Smith were a Baptist, a Methodist, or a Presbyterian, he could be elected President of the United States, but his Catholicism is against him." On the ninth Bishop Adna W. Leonard, of the Methodist Episcopal Church,

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added to the controversy started by Senator Caraway when he said: "No Governor can kiss the Papal ring and get within gunshot of the White House, and no nullification Governor ever will become a leader of a Constitution-loving people." Here reference was made to the greeting given by Governor Smith to the Cardinals attending the Eucharistic Congress, and to his opposition to a New York State Prohibition enforcement law. The Smith candidacy figured in the Democratic primaries in Alabama early in August. And all along the Governor has been the central figure in the preconvention maneuverings of the 1926

DREAMING
—Morris for the George Matthew Adams Service.

New York campaign, with the conviction growing that he will accept a nomination for a gubernatorial fourth term.

Governor Smith's political strength is being analyzed by many editors and special political writers. David Lawrence points out in the New York *Sun* that "the two things which were heard everywhere in 1924 were that Smith could not be nominated because of his wet views, and because his nomination would mean the reopening of religious warfare. To-day the swing in sentiment in Eastern States is counted as an asset on the wet question, and particularly because a referendum has been suggested as a means of democratically disposing of the issue." The Republican Boston *Herald* has an idea that "if nominated, he would carry the Southern States and enough of the wet States of the North to prove a formidable candidate, and probably a victorious one. But in getting the nomination lies the rub." The difficulty, as the political writers see it, is that the existing two-thirds rule in Democratic conventions will make it easy for Smith's enemies to block his nomination. Frank R. Kent, of the Baltimore *Sun*, analyzes the Smith situation for his newspaper, and says in part:

"Not many will deny that Governor Smith is the outstanding Democrat in the forty-eight States; that no other living Democrat has shown his genius for government, nor his sympathetic understanding of the people. If he were not a Catholic, nothing could stop his nomination next time.

"The more deeply this situation is analyzed the clearer it becomes that if Smith, as now seems sure, runs again for Governor in New York and is for the fourth time elected, it will be practically impossible in 1928 for the Democratic convention to refuse him his chance at the Presidency because he is a Catholic. To do so would seem to insure a third defeat by a 7,000,000 majority, and the party can hardly hope to rise from another. It may very easily be beaten if Smith is nominated, but it is sure to be if he is turned down because of his religion."

This political observer is convinced that the Democratic solidity of the South will not be shaken:

"Strong as is the anti-Catholic feeling, the inherent Democracy of the South and the belief that Republican victory has a tendency to encourage the negro to strive for political and social equality is stronger still. Catholic or no Catholic, when the time comes, the South will hold to its Democratic moorings."

Similarly George Van Slyke, in a series of political articles for the New York *Sun* (Ind. Rep.), writes from Louisville that while the South will fight Smith's nomination, nevertheless, if once chosen, "undoubtedly he could carry every one of the solid South States with the possible exception of Tennessee." Mr. Van Slyke in his travels about the country also finds Governor Smith strong among the Democrats of the Southwest and the Pacific coast. As Governor Smith is so distinctly a New York City product, it is interesting to learn what the West thinks of him. One "authentic Mid-Western judgment," as the Brooklyn *Eagle* (Dem.) puts it, is an article written on Governor Smith for *Collier's Weekly*, by William Allen White. Mr. White pictures Al Smith as a product of the new frontier, the back alley instead of the "backwoods" that produced Jackson and Lincoln. As Mr. White sees him, Al Smith is "essentially a friendly man; he is the kind who loves good company, a good cigar, a good story, and a good song after a good drink, and is not ashamed of it." Continues Mr. White:

"Smith himself may not rise to a major place in American politics, but he may be the forerunner of a new type which shall rise to important and possibly triumphant leadership. For the backwoods are cleared. From the muck of the cities, as from the pioneer's rude cabin, are coming leaders of the new industrial democracy.

"Al Smith must rise or fall in our national life, if ever he should enter it, as our first urbanite."

Governor Smith seems to this experienced judge of public men to be still a local rather than a national hero:

"Al Smith is of national size mentally and spiritually, but he does not comprehend his nation nor think in national terms. He is a borough leader now, and no amount of advertising, no amount of propaganda in his behalf, will expand him into a national figure until he finds some stage whereon he may dramatize himself in terms of the national statement of his cause, which means that he must study national politics, know the truth about national issues, and by his stand upon those issues win a national following. He has only a local, indeed a most provincial, following now."

As Governor of New York, Al Smith made a splendid record, but he was dealing with distinctively local issues. And as this Kansan writer considers the Eastern opposition to Prohibition a local thing, he continues: "So, even as an anti-Prohibition leader, while he picks up some followers in the larger cities of the hinterland, Al Smith still is a local leader dealing in local issues—urban issues all: Prohibition, electric power, housing, the centralization of Democratic power, improvement of conditions for defectives." But, Mr. White concludes:

"There is not, in American public life to-day, a clearer, stronger, more accurately working brain in any man's head than Al Smith's brain. His processes of thought are logical, and he has the courage to defend them. . . . Yet he is at this moment a provincial statesman not because he has no national qualities of leadership. He has striking qualities of leadership. No other statesman in America has such powers of leadership as he, and yet he is provincial, not geographically, but because he has not projected himself into the wider range of American issues, and unless the one issue in which he is national—that is, Prohibition—should become more widely acute than it is now, Smith's greater qualities of leadership would languish."

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But the opposition to Smith is far from inactive, as is evident from many press dispatches. Primary results in Ohio, Alabama, Arkansas and Nebraska show the strength of anti-Tammany and dry elements in the Democratic party, says Louis Seibold, of the New York *Evening Post*. And as the summer approaches its close, the Manchester *Union* notes that "McAdoo is showing less disposition to be left at the post." Albert W. Fox, of the Washington *Post*, informs us that "McAdoo is planning a new drive for his own candidacy as Democratic standard-bearer in 1928," and such a well-informed political writer as David Lawrence says, "the friends of William G. McAdoo and Governor Al Smith are almost as aggressive to-day as if there had been no convention in 1924 at Madison Square Garden."

And so it seems probable to the Spokane *Spokesman-Review* (Rep.) that the next Democratic convention "after another spirited contest, will drop Smith and McAdoo and decide upon a dark horse compromise." At which point it is interesting to call attention to the fact that a former McAdoo follower is said to have suggested this 1928 ticket: for President, Governor Donahey of Ohio; for Vice-President, Mayor Walker of New York City. The Louisville *Herald Post* (Ind.) is convinced that "the next Democratic convention is going to see a harder battle staged than even the historic contest in Madison Square Garden in 1924." Mark Sullivan, of the New York *Herald Tribune*, likewise expects a renewal of the old fight. The current changes, he thinks, favor McAdoo, and he observes that if there develops a fight between wet and dry Democrats on a nation-wide basis, "with all leaders active and all voters out, it can hardly be doubted the result will show there are more dry Democrats than wet ones."

In the West, the Lincoln (Neb.) *State Journal* (Rep.) would inform Judge Olvany, of Tammany, that the West is far from "dead anxious" to get behind Al Smith. "The South and West are against Smith," insists the Louisville *Herald Post* (Ind.). Al Smith, remarks the Duluth *Herald* (Ind.), is a long way from the Presidency or even from the Democratic nomination—

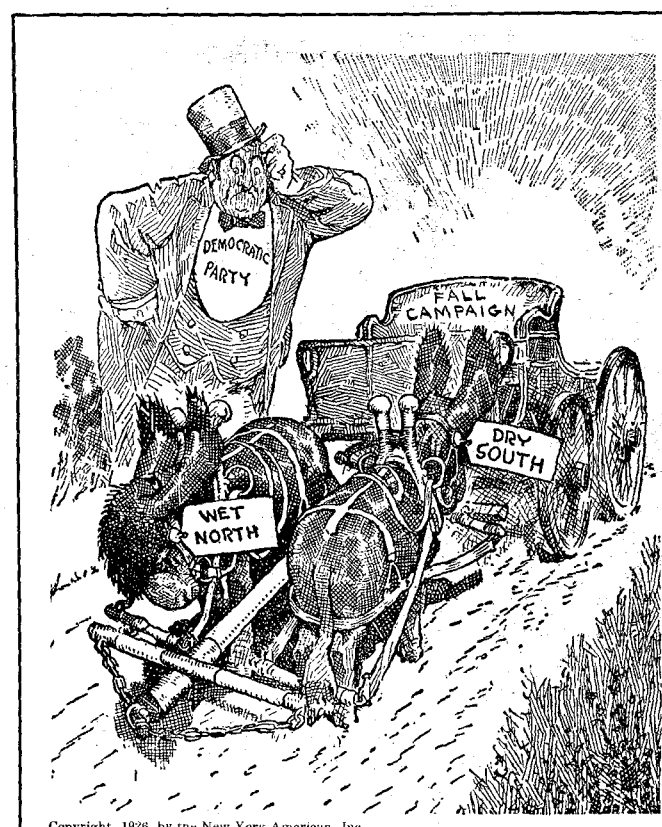
"To get that he would have to overcome the fact that he is wet when, whatever individual Democrats may be, most of the Democratic States are dry. He would have to overcome the fact that he is of Tammany Hall, when to most of the Democratic patriots of the nation Tammany is the symbol of all that is evil in public life. Moreover, he would have to overcome the fact that he is a Catholic, while the Ku Klux Klan, which still rampages in many of the Democratic States, would wreck the Republic to beat a Catholic."

Mark Sullivan notes a fourfold handicap for Smith: "The fact that he is a Catholic, plus the fact that he is the outstanding wet in the country, plus the fact that he is from Tammany, plus the fact that he stands in the country's eyes as the personification of New York ideas, which the rest of the country find distasteful." New York, explains Mr. Sullivan in a *Herald Tribune* dispatch, "may not know that much of the rest of the country dislikes it; and Governor Smith may not realize that if he were a nominee for the Presidency many voters throughout the country would hail the opportunity to show New York what the rest of the country thinks of that city." Governor Smith's wetness, Catholicism, and Tammany affiliations combined will be fatal, insists the Macon *Telegraph* (Dem.). In the opinion of the Raleigh *News and Observer* (Dem.), Governor Smith's chief weakness is his "wetness":

"No matter how much they approve any man's record, Democrats from Prohibition States can not consistently support any candidate for nomination who has opposed State laws for 'concurrent' enforcement of the Eighteenth Amendment to the Constitution, or who is regarded as the leader of the forces that are seeking to nullify or repeal the amendment. This attitude has no connection with, and is not inspired by, the religious creed of any man whose name may be presented for the nomination."

Another Democratic paper, the Nashville *Banner*, touching on Smith's opposition to Prohibition, says: "No political party is going to choose such a man for its standard-bearer." And the Tulsa *Tribune* (Dem.) declares that "the South will not vote for Al Smith; it will break with its traditional party name before it will break with its traditional convictions." And the Little Rock *Arkansas Gazette* (Dem.), alluding to a New York Democrat's prediction of a stampede to Smith in the 1928 convention, observes:

"There is just about as much chance of the Prohibition West and South being stampeded to an open and avowed wet candidate for the Democratic nomination for President as there is for the Rock of Gibraltar to be stampeded into leaving its present location."



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A POSER

—Williams in the New York *American*.

If Governor Smith wants the Presidential nomination, remarks the Philadelphia *Inquirer* (Rep.), he must somehow make Tammany less conspicuous in the picture. If Al Smith and Tammany lead the Democratic party in 1928, says a Democratic paper, the Knoxville *Sentinel*, they will lead it to "inglorious defeat." The Minneapolis *Journal* (Rep.) argues that the country at large considers Tammany a "thoroughly un-American" organization.

There are many protests in papers, both Democratic and non-Democratic, against stirring up of the religious issue in connection with Governor Smith. "Bringing up his religious beliefs in a political campaign should be stopt before it is started," advises the El Paso *Times* (Dem.). Bishop Leonard's statement, already quoted, is roundly and widely condemned. "The injection of the religious issue in politics is an evil and a dangerous thing," remarks *The Arkansas Gazette*, "but we have that issue in our politics and, incidentally, every other country has it." The Eldorado *Times* (Dem.) in Arkansas, Senator Caraway's State, agrees with the Senator that the South will not accept a "wet Catholic." The fact that Al Smith is a Catholic, it says, "should not be a thing against him under a belief of religious freedom and the separation of Church and State, but regardless of theory, the South is Protestant and will vote Protestant."

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NEW PLANS FOR CIVIL AVIATION

FRIDAY, THE THIRTEENTH of August, will always be a red-letter day to the historian of commercial aviation in the United States, predicts the New York *Times*. For it was on this date that President Coolidge approved two of the flying routes recommended by Secretary Hoover that will eventually make a vast network of national airways. One is the Transcontinental route now operated by the Air Mail Service of the Post-office Department, and the other the Southwestern route, from Chicago to Dallas and Fort Worth, operated by the National Air Transport. The order recently approved by the President, explains the Chicago *Journal of Commerce*, means that these two great routes will receive the same sort of government aid now rendered to navigation. As soon as arrangements can be made, we are told, the operation of all air-mail routes will be placed in the hands of successful bidders among commercial aviation companies. In fact, Secretary Hoover predicts that airplanes, privately owned, will be transporting mail, passengers, and express between New York and San Francisco within the next six months.

Mr. Hoover's assistant, in charge of civil aviation, is William P. MacCracken, Jr., of Chicago, and his recent appointment by the President, thinks the Springfield *Union*, "marks an important step toward establishing civil aviation on a commercial basis." Mr. Coolidge, adds the Kansas City *Star*, "has chosen not only a man with a background of knowledge and experience, but a young man who is both enthusiastic and ambitious with respect to the future of air transportation in the United States." In fact, we are reminded by the Philadelphia *Inquirer*, "the President's 'air cabinet' is now complete. Like F. Trubee Davison, who holds a similar post in the War Department, and Edward P. Warner, Assistant Secretary of the Navy in charge of aviation, Mr. MacCracken is amply qualified." According to an Associated Press dispatch from Chicago:

International Newsreel photograph

"A GENIAL SIX-FOOTER"

"Built like a college full-back, will be America's first director of civil aviation," says an Associated Press dispatch from Chicago, home of William P. MacCracken, Jr., recently appointed Assistant Secretary of Commerce in charge of commercial aviation. Mr. and Mrs. MacCracken are shown reading the telegram from President Coolidge appointing him to the newly created position.

"Mr. MacCracken is a native of Chicago and a graduate of the university of that city. He holds a law degree from that institution.

"Following his service with the Army Air Service during the World War, he returned to the practise of law, and has devoted a large part of his time to the national development of civil aviation. He has been one of the governors of the National Aeronautic Association since its organization. He is secretary of the American Bar Association, and for many years has been chairman of its committee on the law for aeronautics. In that capacity he has devoted a great deal of time to the development of a law for civil aviation. He took an important part in the preparation of the new Air Commerce Act.

"Mr. MacCracken also has devoted much time to developing the business and operations of the National Air Transport, and has also had active business relations with a number of the other leading air transport companies. He has made extensive studies in the promotion of traffic business for aerial transport, and has a thorough knowledge of all phases of civil aviation. He also is thoroughly acquainted with the development of civil aviation abroad, and participated in the world survey of civil aviation recently made by the committee appointed by Secretary Hoover.

"The work of organizing the new division in the Department of Commerce has been developed to a great extent by J. Walter Drake, Assistant Secretary, who will turn over the bureau to Mr. MacCracken."

"It should mean much to commercial aviation to have a man like Mr. MacCracken at the head of civil flying," observes the Nashville *Banner*. "Hitherto, with lack of Federal control over aviation, commercial flying has been an uncertain, a hazardous undertaking," points out the New York *Herald Tribune*. The duties of the new head of civil aviation, explains the Louisville *Courier-Journal*, are to encourage this infant industry wherever possible; to establish civil airways and provide facilities for air navigation; to study the possibilities of the development of air commerce; establish traffic rules, examine and register aircraft and pilots, and establish emergency landing-fields and radio-directional finding facilities.

Beyond that, says another Associated Press dispatch from Chicago, "the Administration's plan is to befriend commercial flying so that it will flourish and grow into an efficient national aeronautic structure available to the Government in an emergency." In the opinion of the Albany *Knickerbocker Press*, "the plan announced by Secretary Hoover and approved by the President constitutes one of the most important national developments that we have witnessed in a decade." "It is an ambitious program that Assistant Secretary MacCracken will have to carry out, but it is entirely practicable," maintains the Richmond *Times-Dispatch*. As the new director of civil aviation explains:

"Without provision for service essentials by the Government, commercial aviation in this country would be impossible. In Europe aviation has been developed from the military standpoint. Air transport lines have been established, mainly for carrying passengers, but they have been supported by government subsidies. Not ten per cent. of the foreign air lines can show a profit above their subsidies. You can not call that commercial aviation. To my mind, a commercial enterprise is something that is operated on private capital and is successful if it shows real earnings."

While the great majority of American newspapers, including the Norfolk *Virginian-Pilot*, agree, in the words of the Virginia daily, that "commercial aviation, considering its important indirect service to the national defense, is entitled to reasonable government assistance in its present formative period," *The Virginian-Pilot* is convinced that "care must be had not to permit this assistance to become a heavy national subsidy to private air transportation companies competing with surface transportation companies that are properly denied this form of aid." "The public interest demands the regulation of civil aviation in the interest of safety," agrees the New York *Journal of Commerce*, "but that does not preclude charging the air transport companies with their share of the cost incurred by the Government."

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POISON FOR "SCOFFLAWS"

DEADLY POISONS, capable of causing immediate or lingering death, or blindness, put into alcohol in order to prevent its use as a beverage, are stirring our publicists both to the attack and the defense. The President himself, in response to public and private protests, is reported by *The United States Daily* (Wash.) to have ordered the discontinuance of some of the more deadly poisons, at the same time urging that government chemists find a denaturant which will prevent drinking the alcohol, but will not be deadly in its effect on the drinker. There has been a long search for such a denaturant, but "thus far," as Wayne B. Wheeler, General Counsel of the Anti-Saloon League points out in a special dispatch to THE LITERARY DIGEST, "the effort has not been successful in any nation." Many advocates of the dry persuasion feel that the Government is right in continuing to poison alcohol intended only for legitimate industrial uses, but illegally used for drinking. The Dallas *Journal* concludes a breezy editorial entitled, "Pizen Licker in the Wild East," by simply recommending that the "bibulously inclined" should "be warned and rewarned that 'pizen licker' is being circulated, and that it is really 'pizen.'" If people "will violate the law," says the Nashville *Banner*, "in order to buy and drink what they know is deadly poison, it is difficult to know what the Government is to do about it." Traces of wood alcohol have been found in about 90 per cent. of samples of seized liquor, asserts the Springfield *Union*, and the Memphis *Commercial Appeal* concludes an editorial with the assertion that: "Those who insist on patronizing bootleggers have only themselves to blame if they become victims of the bootlegger's wares." The Government's present effort to find a sure but harmless denaturant will, if successful, says the Detroit *Free Press*, "not be a threat to the drinker, but a protection, because both his sense of taste and his sense of smell will warn him of danger the moment he comes in contact with the deadly compound." However, believes this paper, "there is room for a big doubt whether the government chemists will be able to devise such a process." The same doubt is shared by Wayne B. Wheeler, well-known leader of the dry forces in America, who, in response to a request from THE LITERARY DIGEST, forwards the following telegram:

"The Government's effort to find a denaturant, if possible, that will make denatured alcohol impracticable to denature, not deadly and incapable of being used as a beverage is commendable. Thus far the effort has not been successful in any nation. Wood alcohol has been used here since 1906, as provided in the Revenue Laws as a denaturant. Industrial alcohol users advocated it. Canada uses 30 per cent. wood alcohol, Great Britain 10 per cent. and other nations use wood alcohol in greater proportion as a denaturant than the United States. This is because its boiling point and miscibility in all proportions are the same as ethyl alcohol and it can not be separated without expensive fractional distillation. This is the chief reason why bootleggers do not want it in denatured alcohol. The posters and circulars now being issued by the wets against this kind of poison alcohol do not disclose the real purpose of their author. Many of the recent reported deaths from alcohol were caused by the use of synthetic methanol, an imported German product, and not by denatured alcohol. The vendors of this denatured alcohol for illegal purposes are the murderers and not the Government that denatures it and labels it poison. The user of it completes the chain of criminals who divert, transport and sell it in violation of law. The user, the chemist who denatures it and the bootlegger who sells it are all in the same class. Some European nations vainly offered a reward for the discovery of a better denaturant. If the United States finds it, doubtless both wet and dry nations will adopt it. In the meantime let the drinker beware. He is gambling with death."

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DEATH TO THE DRINKER!

—Cassel in the New York *Evening World*.

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"—AND WHOSOEVER IS DECEIVED THEREBY IS NOT WISE!"

—Sykes in the Philadelphia *Evening Public Ledger*.

He is not only gambling with death, retort the wets, but gambling with dice loaded against him by a Government which is supposed to protect his interests. "It must be remembered that there is no law against buying liquor, or drinking it," points out the Camden (N. J.) *Courier*. An argument by Senator Reed of Missouri, who started the discussion, is thus summarized by the New York *Evening World:*

"He got the government chemist to admit that deadly poison was put in. Got him to admit that of the 60,000,000 gallons poisoned, 10 per cent., or 6,000,000 gallons, would reach people who would drink it, resulting in their death or the wrecking of their health. And then he asked him if that was not an infamous thing to do, and if it was not as near an approach to murder as possible."

The New York *World*, asserting that "ten poisoning plants are operated to-day by the Federal authorities in the city of New York alone for the purpose of poisoning grain alcohol," concludes:

"The denaturing process was innocently enough employed at first to distinguish between industrial and potable alcohol for purposes of taxation. Nobody was poisoned, because it was possible to buy taxed beer, wines, liquors, grain alcohol. Poisoning alcohol now, when these things are not legally obtainable, means poisoning people. The poisoning is admitted; the consequences are known. When General Andrews is able to say: 'We no longer use poisons; we use only denaturants which are "obnoxious,"' this issue will be closed—and not before."

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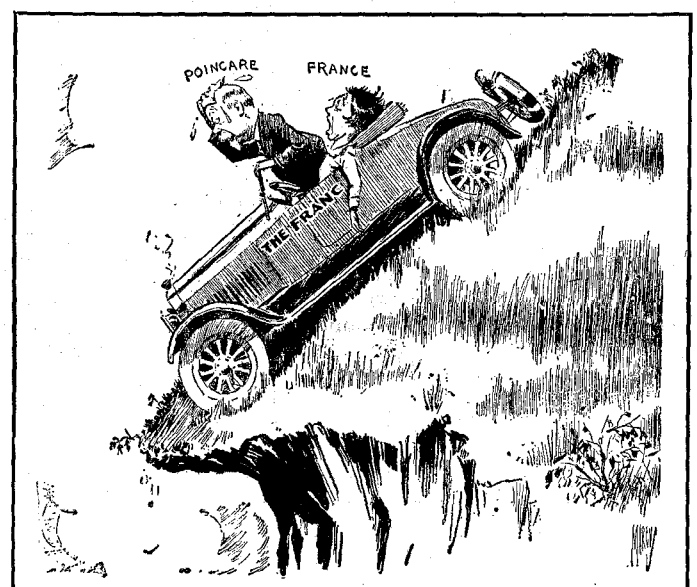
POINCARÉ'S FIGHT FOR THE FRANC

THE WABBLING, FLOUNDERING FRENCH ship of state seems at last to have got "a strong hand on its helm," observe our newspaper commentators, as the cables bring reports of Premier Poincaré's control of the French Parliament. The fiery French leader seems to have constructed



THANK GOODNESS! THE BRAKES HOLD

—Marcus in the New York *Times*.

"a juggernaut to crush opposition," observes the Louisville *Courier-Journal*, turning the metaphor in another direction. "In the great post-war crises of France," adds the New York *Times*, "he has been the one figure whose sense of duty to his country has so far outweighed his concern about his own political future that the French people have always turned to him in the firm conviction that he could save them." Even tho he may not have "wholly cleared the tangle into which France has worked herself," he certainly "has accomplished more than any of his predecessors," believes the Manchester *Union*, and "it is worth noting that he holds over, with a large supporting majority, at the end of the year in which seven Premiers and eight Finance Ministers have come to grief." In handling the "psychological situation" especially, comments the New York *Evening Post*, he has thus far been "amazingly successful," and the Cleveland *Press* concludes that altho his problem in cutting expenses and increasing taxes is a gigantic one, "conditions are more favorable for success than at any time in recent days."

The whole Poincaré program, triumphantly adopted amid scenes of excitement which remind several commentators of of French Revolutionary lawmaking, is thus summarized in a special cable dispatch from Paris to the New York *Sun:*

"1. Tax increases have been voted amounting to three billion francs for the remainder of this year and to seven billions for next year. These taxes not only insure the balancing of the budget, but give a surplus estimated at three billions.

"2. A sinking-fund for reimbursement of the floating debt has been formed. The fund amounts, under the constitutional guaranty, to three billions a year, to be furnished by profits from the tobacco monopoly and the real-estate transfer tax, or from the budget itself, if there is a deficit from these sources. At the same time the tobacco monopoly will be placed on a more efficient basis, and tobacco shares to a capital value of some twenty-five billion francs may eventually be issued to the public.

"3. The Bank of France is authorized to buy gold, silver and foreign currency at the market rate with bank-notes, which may be issued ad lib. for this purpose. The purpose of this measure is to tempt the peasants to turn in their gold, which they still are hoarding, and thus to create a fund for intervention on the exchange in favor of the franc and to assist in the repatriation of French capital which has flown abroad.

"4. The discount rate has been raised from 6 to 7½ per cent. and interest on short-term bonds from 5 to 6 per cent. The aim here is to restrict the volume of business and force down prices without at the same time provoking demand for large reimbursements of short-term bonds.

"5. The Government is authorized to effect administrative economies by governing by decree."

All these measures, it is pointed out, were features of the so-called Experts' Plan, but ratification of the debt settlement agreements to obtain foreign credits, which constituted the cornerstone of the Experts' Plan, is omitted. On account of this omission, says the *Sun* commentator, "the whole plan is based almost solely on the psychological factor of confidence." The Chicago *Journal of Commerce*, in agreement with this view, holds that even tho "increased confidence will help to keep the franc from another decided slump during the parliamentary adjournment":

"All that has been done by Mr. Poincaré's Ministry and by Parliament is not sufficient to remedy the fundamental evils arising from the unsettled condition of the nation's war debts. Those debts must be funded, and new foreign loans must be made. Debts and loans are intertwined."

An important advance toward stabilizing the franc, believe a number of our commentators, is made in the constitutional amendment providing for a sinking-fund, passed with a tremendous gesture during a meeting of the National Assembly at Versailles. Such National Assemblies are called only when the Republic is in danger or it is necessary to amend the Constitution, and the astuteness of Poincaré in making this sinking-fund a constitutional matter is recognized both here and in France. By gathering both Deputies and Senators in one great convention,

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HE WILL HAVE TO CATCH HIM FIRST

—Hanny in the Philadelphia *Inquirer*.

he was able to use his large majority in the Senate to hold the warring blocs of the Chamber of Deputies in line. There, as a correspondent of the New York *Herald Tribune* cables to his paper:

"To the maddening accompaniment of the Internationale and amid such turbulent bedlam as the historic Palace of Versailles probably had not housed since the adoption of the constitution

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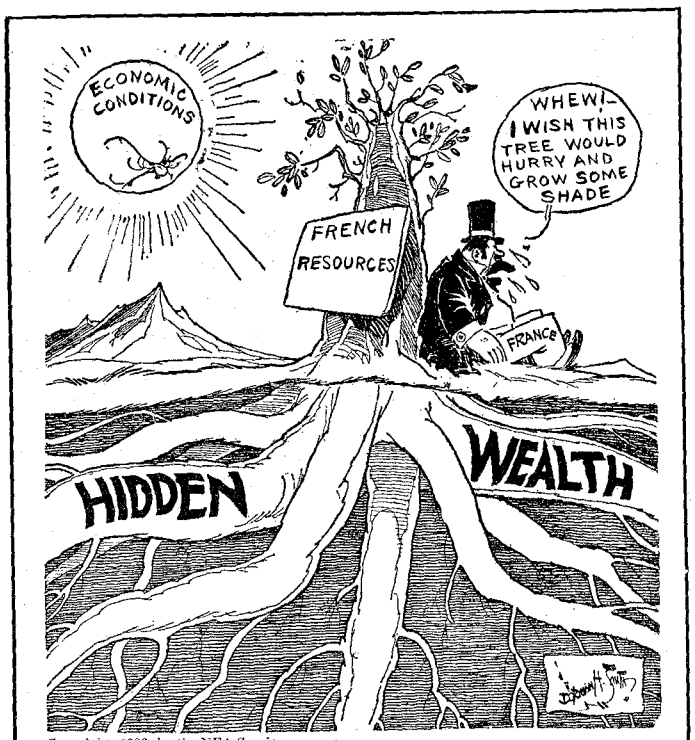
here fifty-six years ago, the Third National Assembly of the Third French Republic shouted, shoved, and battering-rammed its way to the adoption of Premier Poincaré's sinking-fund measure as a constitutional amendment.

"Thus the 'City of the Kings,' the scene of the Treaty of



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WANTED—AN EXPERT HORTICULTURIST

—Smith for the NEA Service.

Versailles, becomes the birthplace of new hope for France, and the turning point where she begins the march back from disillusionment and financial disaster."

The importance of the majority (671 to 144) which Poincaré obtained for his amendment can not be minimized, says the Pittsburgh *Post*, and the Philadelphia *Inquirer* explains that by incorporating the law in the French Constitution it is "placed presumably beyond the pale of politics." The editor continues his explanation: "What the law does, briefly, is to create a sinking-fund for the redemption of the floating debt. The French bondholders thus are guaranteed by the fundamental law of the land." This guaranty, it is anticipated, will stop the decline of the French franc, as well as have a beneficial effect on the cost of living which, naturally, increases as the value of the franc declines. The fact that Parliament adjourned immediately after giving Poincaré his tremendous majority, is pointed out as an additional good omen by the Providence *Journal*. Nevertheless, object the Syracuse *Post-Standard*, the New York *Evening Post* and several other journals, the French Premier faces a continuing danger in the fact that France's debt issue remains unsettled. As *The Post-Standard* views this phase of the situation:

"M. Poincaré has sought desperately to bind the public confidence of the French people in their currency. He has dismissed the temporizing schemes of a succession of French premiers, including himself, and fastened the fiscal system to rock. But he has not given thought to the international money market. He has confined his thought to France.

"British and American economists see danger in his provincialism. He has not established foreign credits, and he can not until there is ratification of the American and British debt agreements. He has, in deference to French sentiment, which regards the gold reserve as sacred, opposed proposals to use it to buy pounds and dollars in order to support the franc. The prevailing opinion among economists is that France must do one or the other of these things or both to be safe. They fear that within a month the franc will take another slide, which would be disaster."

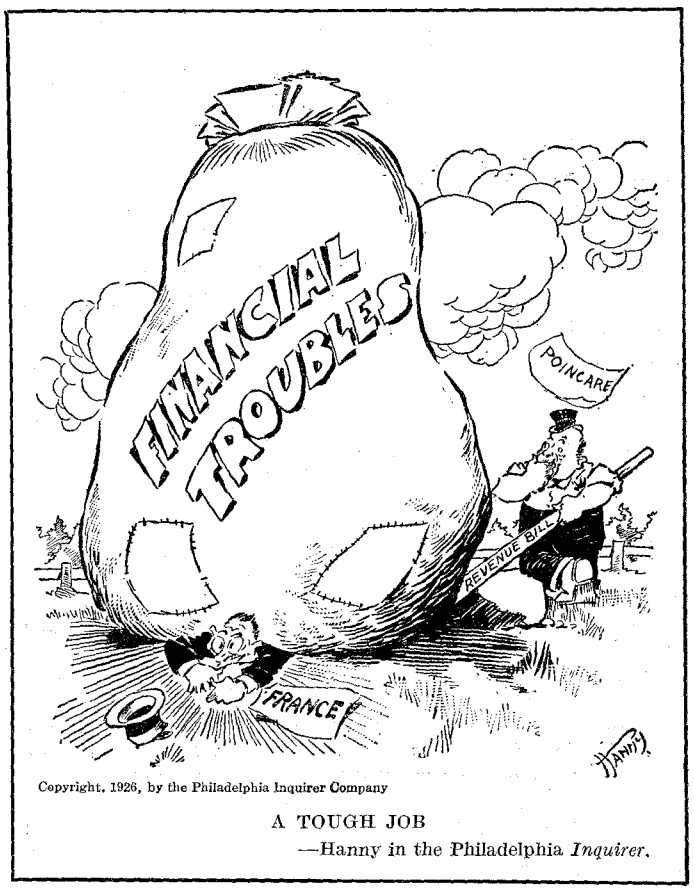
The Premier may reconvene Parliament on September 20, instead of in October as previously planned, reports the New York *Herald Tribune's* Paris Bureau, "in view of the legacy of uneasiness left by the departing Parliament, due to its failure to act on the war debts." Even tho "the Government may now breathe without danger of its life until Parliament reopens," cables Gerville Reache, a Paris journalist, to the Consolidated Press Association, "it still remains on a tight rope." He explains:

"The sinking fund, which was created for lack of foreign credits, will not be endowed with important resources until 1927, when the new death duties and mutation will come into force. Until then, the fund will receive only some hundred million francs and the tobacco profits with which to provide payment of interest on the debt of fifty billion francs.

"Increasing prices, however, due to the new taxes, customs duties and railroad rates, stand a chance of inconveniencing the treasury and will be the chief trouble of the Government. In the economic field, forcing prices down is the most ungrateful task which can devolve on the authorities. It would have been easier for the Government if the interallied debt questions had been settled, for if this menace had disappeared from the horizon, the franc would easily have been stabilized, instead of which it is falling again in a disturbing manner."

The Wall Street Journal, in general agreement with this view, criticizes the Poincaré program on the ground that an attempt is being made to "balance the budget without first stabilizing the currency," by arranging to pay the foreign debt, and thereby secure foreign credits. Inflation has proceeded so far in France at the present time, agrees the Indianapolis *News*, that "there can be no guaranty that France can get through her difficulties without temporary reliance on foreign credits." As for the new Premier's attitude, the New York *World* submits this criticism:

"Tho he has been in office less than three weeks, Premier Poincaré has succeeded in taking three different positions on the ratification of the British and American debts. At heart he is against ratification, but he recognizes the financial expediency



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A TOUGH JOB

—Hanny in the Philadelphia *Inquirer*.

of an American settlement coupled with a hope of later revision more favorable to France. Consequently, he shrinks from either urging or opposing the agreement signed three months ago in Washington."

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WHEN COOLIDGE CARVES THE BUDGET

THE PRESIDENT OF HIS COUNTRY, ax in hand, enlivening his Adirondack solitude by neatly lopping off $99,000,000 of government expenses, furnishes a midsummer picture which meets with wide-spread approbation. "Cutting down government expense is one of the President's favorite forms of recreation," admiringly observes the Philadelphia *Inquirer* (Rep.); the New York *Evening Post* (Rep.), commending the work of his "trusty blade," comments that "nothing can daunt President Coolidge," while the Democratic El Paso *Times* announces that, for his recent carving operation, "the President deserves full and nonpartizan recognition." Brig.-Gen. Herbert M. Lord, Director of the Bureau of the Budget, went into session with the President in one of the rooms of the "camp" which constitutes the summer White House, the Washington *Star* informs us, and an hour later emerged with the news that the estimated cost for operating the United States during the next fiscal year had been cut down to $3,270,000,000 from the figure, approximately one hundred millions higher, submitted by Budget Director Lord. The Washington *Post* (Ind.) calls attention to the fact that even this reduced figure "is about $55,000,000 in excess of ordinary expenditures for the current fiscal year." *The Post* explains:

"The excess of this year is accounted for by last-minute legislation by Congress appropriating $36,000,000 for pensions of civil war and Spanish war veterans, $18,000,000 additional funds for the veterans' bureau, $16,000,000 additional for the first time payments to the Federal retirement fund and $5,000,000 for schools and construction in the District of Columbia. But this new burden of $75,000,000 was cut some $20,000,000 by the reduction of operating expenses in several departments."

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HIS FAVORITE SPORT

—Smith for the NEA Service.

The fact that the budget for the forthcoming year is larger, even with cuts, than the present budget, arouses some criticism in the Democratic camp. The Democratic National Committee immediately gave out a statement running, in part:

"Appropriations by the last session of Congress were $470,886,681 greater than by the session just preceding. The enormous appropriations of last session are now to be overtopped by $55,000,000.

"First, the bait was 'administrative economy.' Appropriations kept on growing. The bait was then changed to 'constructive economy.' 'Constructive' is a very wiggly worm that takes many shapes and colors."

The St. Louis *Post-Dispatch*, also of the Democratic persuasion, calls attention to the President's announced "reduction" combined with a $55,000,000 increase and comments:

"All that's a good deal as if a man said he had reduced his expenditures by persuading his wife to pay only $38.99 for a hat, instead of $40, to replace a hat that cost $37."

Another Democratic editor, writing in the New York *Evening World*, regrets that "the impression was recently created that radical reductions in the cost of government had been made, and that liberal reductions in taxation might result." *The World* proceeds:

"Instead of a reduction in the cost of government for the next fiscal year there will be an increase of more than $50,000,000, and that, too, after the President has ordered a hundred-million-dollar cut in the estimates of the various departments. If this cut can be made without crippling the Government, this hundred million should never have been written in. A goodly part of the cut will come, it is said, from the estimates of the War and Navy Departments, and with no war in prospect it is reasonable to hope this can be done without in any way endangering the public safety."

Both the Navy and War Departments, agrees the Washington *Post*, are "hard hit by the President's use of the budgetary knife." In fact, says this authority, the amount requested by the Treasury Department for the enforcement of the Volstead Law was one of the few items accorded immunity from cutting. Altho, due to the President's economy program, it will be impossible to proceed with the construction of new cruisers authorized by Congress, Prohibition enforcement forces, predicts *The Post*, will be allowed to spend something more than $30,000,000. While the Budget Director calls attention to saving methods running down to the redistribution and use of rubber bands and paper clips, the Pittsburgh *Gazette Times* (Rep.) thus addresses both those who would economize more and those who fear that economy may already have gone too far:

"Economy, as some misunderstand it, connotes reduction of total expenditures. Being carried to its logical conclusion this type of economy would result ultimately in complete elimination of money cost in private or public operations. Nothing of that sort is possible. Increased expenditures are not incompatible with economy. They are almost inevitable with development. The President is concerned in getting the most possible for every dollar expended and for spending all the dollars that need to be spent for the public welfare."

With some slight cynicism as to the stage-setting for the President's amputation of budgetary dollars, the El Paso *Times* agrees with this point of view, and gives credit where credit is due, even tho the creditor happens to be Republican. The gist of the matter is thus cheerfully presented:

"The public is of course entitled to the suspicion that the President's press agents framed up that arduous hour and a half by Lake Osgood during which the Presidential pencil all by itself lopped $99,000,000 from the 1927 budget. Such matters certainly can be arranged. A confidential tip from expert advisers as to where and how to lop, the spectacular seclusion of the great man checking off the expert recommendations at his counting table, the word passed down the line of story-hungering correspondents. 'He's working on the budget right this minute'—such ruses are among the innocent essentials of Presidential stage technique.

"Nevertheless, those who thus interpret the situation, must admit that they have heard worse bedtime stories. Under the budgetary system and with this system under constant economizing pressure from Mr. Coolidge, the Government's expenses are undoubtedly pared as closely to the bone as at any other time in its history."

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TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

THE country is so prosperous that it is even offering prizes for poetry.—*Atlanta Constitution.*

GRAVITY to the contrary notwithstanding, the more currency is inflated the lower it falls.—*Wall Street Journal.*

IF the French wish to know what's the matter with the franc, they might consult Abd-el-Krim.—*Portland Oregonian.*

WE have never swum the English Channel, but we have crossed under conditions which made us seriously consider it.—*Washington Post.*

MR. SAMUEL INSULL of Chicago is our idea of a great big, broad-minded man who can see good in all political parties.—*Nashville Banner.*

THE Congressmen are now at home building up the fences they will straddle this fall.—*Thos. E. Pickerill Service.*

THIS would appear to be the first serious result of Mussolini's edict depriving Italians of spaghetti.—*New York Sun.*

ANOTHER bad feature of the divorce evil is that you can't keep a cook now even by marrying her.—*San Francisco Chronicle.*

AMERICA is a great country where the fact that a man has been kicked out of the office is an incontrovertible argument for electing his wife.—*Detroit News.*

SOME one is always describing how the next war will be fought, but makes no prediction as to how the war debts will be settled.—*Des Moines Register.*

CROCODILES are said to fraternize with the natives on the Gold Coast of West Africa. This is all right so long as the supply of natives holds out.—*New York Evening Post.*

WE do not know much about British titles, but it strikes us that as Gertrude Ederle swam the English Channel, King George might make her a Lady of the Bath.—*St. Louis Post-Dispatch.*

VISCOUNT GREY has been urging young men not to permit the motor-car to deprive them of the use of their legs. That will depend upon their agility.—*New York Evening Post.*

THE plan of a Valparaiso marrying squire to present a cake baked by his wife to each couple married by him, may be for the purpose of postponing the first blow to the bridegroom.—*Indianapolis News.*

A LONDON clergyman says that some of the people who go to night clubs will feel so uncomfortable in heaven that they will break the bolt to get out. Are there to be padlocks hereafter, too?—*New York Evening Post.*

CARMI THOMPSON finds that the capacity for self-government is lacking among the Filipinos, from which we infer that the rubber and mineral possibilities of the Philippines have not been exaggerated.—*Houston Post-Dispatch.*

GIFFORD PINCHOT intimates he may be an independent candidate in the Pennsylvania senatorial election, in spite of his defeat in the primary. No doubt on a platform for a limit of $188,489 in campaign expenditures.—*Detroit Free Press.*

CURVES are said to be coming back into fashion again. Sounds like good news for the grocer.—*Nashville Banner.*

THE French Senate has created a sinking fund for the floating debt. We suspected it from the first.—*Portland Oregonian.*

A LONDON savant has been telling "How the worm woos his mate." Most married women know.—*Chicago Evening Post.*

SECRETARY MELLON tells them in Italy that "the debt settlement is in the past." All but the paying.—*New York Evening World.*

GENERAL ANDREWS, who says he will stick to his job until it is finished, must be counting on an unusually ripe old age.—*Wall Street Journal.*

THE OLD-FASHIONED MELODRAMA GOES BIG IN EUROPE JUST NOW

—Knott in the Dallas *News.*

LIQUOR in America, says Pussyfoot Johnson, is on its last legs. But what a kick in said legs, Mr. J.—*New York Times.*

THERE may be no real saturation point in the automobile market, but we've seen it in some drivers.—*San Francisco Chronicle.*

IT is wrong to think that the French are prejudiced against us. They hate to pay their own Government just as bad.—*Dallas News.*

MAYBE what's wrong with this generation is that too many parents' slippers are being worn out on the dancing floors.—*Little Rock Arkansas Gazette.*

AT last the scientists are turning their serious attention to the blush; and it seems too bad that they waited until it was extinct.—*New York Herald Tribune.*

AMONG the new currencies in Europe are the chervonetz, the pengo, and the zloty. Money talks, but sometimes it needs an interpreter.—*New York Evening Post.*

SIGNOR MUSSOLINI'S suspension of elections as an economy measure seems reasonable after what happened recently in Illinois and Pennsylvania.—*Rochester Democrat and Chronicle.*

THE Treasury Department estimates the present population of the country at 115,461,000, which should remind the automobile salesmen that they still have much to do.—*Indianapolis News.*

OF course no one man can be expected to do everything, and we don't suppose Dr. Cook ought to be blamed for not having thought of swimming the British Channel for publication.—*Columbus Ohio State Journal.*

A SPEAKER at the piano-tuners' convention declared that three out of four such instruments are out of tune. Many an individual gets a notion sometimes that the whole three are in his immediate neighborhood.—*Pittsburgh Post.*

A GERMAN has invented a machine that makes bread and alcohol at the same time. This probably will do more than anything else toward restoring the lost art of bread-making to the American home.—*Arkansas Gazette.*

THE infant son of Princess Mafalda of Italy has been named "Maurice Frederick Charles Emanuel Umbert." The Princess apparently cares naught for Mussolini's order to reduce Italian newspapers to six pages.—*St. Louis Post-Dispatch.*

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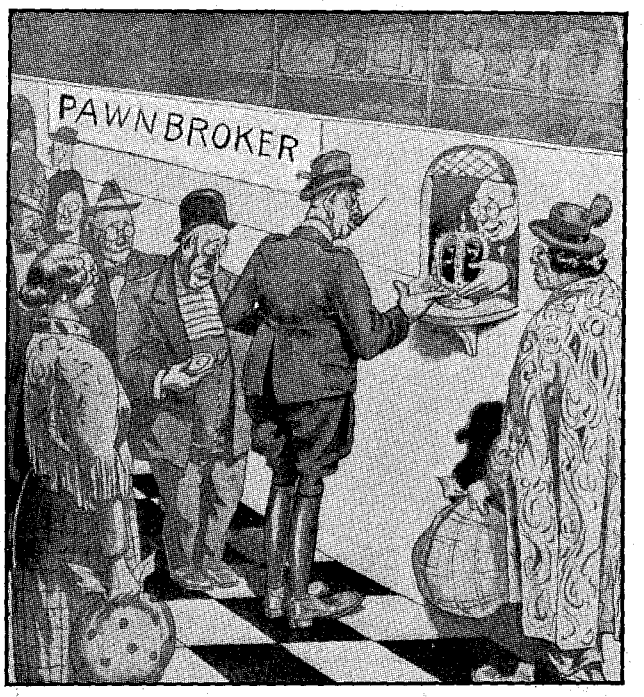
FOREIGN - COMMENT

MONARCHICAL PROSPECTS IN GERMANY

WHAT MAY HAPPEN IN GERMANY can not be predicted with any degree of positiveness, it is admitted, but one of the few prophecies that may be made is that Wilhelm II. will never again sit on the throne of his ancestors. But, declares E. H. Wilcox in the *Contemporary Review* (London), it can not be yet said with assurance that this throne will always remain vacant. There are other and more likely candidates for it than the ex-Kaiser, we are told, who has no following whatsoever among his former subjects. The nominal homage that is paid to him across the Dutch frontier, it seems, concerns the monarchical principle and not the personality in whom it found its last supreme embodiment in Germany. During the war the Kaiser suffered a gradual eclipse, which he himself did little or nothing to avert, according to Mr. Wilcox. Outside Germany it was generally believed that he really exercised his office of Supreme Commander, it is noted, and that he was personally responsible for much that was done in the course of the struggle. But inside Germany, this informant relates, it had been feared for some years before the war that in case it should come he would assert his will and his ideas and in all probability plunge the country into speedy disaster.



ITALIAN PLEASANTRY

PAWNBROKER: "Why are you taking the crown out?"
WILHELM: "Because maybe some day they will call me back to the old job."

—*Il 420* (Florence).

As to misgivings on this point among the leading soldiers and statesmen of Germany, we are told that it is possible memoirs yet unpublished will bring interesting revelations. Meanwhile, this informant avers, it was long common talk in the highest military circles in Berlin that in case the Kaiser insisted on directing military operations in real war as he had so often directed them in maneuvers, the entire General Staff would resign in a body and so compel him to abandon the idea. The final and unforgivable thing done by the Kaiser to finish him with the Germans, it is then pointed out, was the flight to Holland, and we are assured that Germans of all social classes and all political parties have the feeling that what the Kaiser did would have been treated as desertion if it had been done by one of lower rank in the Army. Mr. Wilcox continues:

"Repudiation of the Kaiser has, in a sense, become the symbol of the national unity. 'A deserter can never be allowed to sit on the imperial throne of Germany.' Among the Democrats, who are not particularly anxious that any one should occupy that throne, it is said openly and loudly; among the Monarchists, who wish to prevent the evil repute of Wilhelm from prejudicing the principle which they hope some day to reassert, it is said in cautious undertones, when no outsider is about. But both the Democrats and the Monarchists know quite well that he will never return. So long as he sits quietly at Doorn, he can count on a steady stream of flattering reminiscence across the frontier; but should he show any serious signs of responding by acts to these tributes, he will be reminded that he has formally and finally abdicated the crowns both of the Reich and of Prussia, and that the revocation of a 'final' decision by a Hohenzollern might very gravely prejudice the dynastic prospects of that family for all future time."

To crown all, we read then, came the ex-Kaiser's second marriage, which event was resented by the Monarchists because it stultified them. With scant respect for the sanctities of the grave, they had seized on the ex-Kaiserin's death as a vehicle for propaganda, Mr. Wilcox relates, and the Monarchist press drew touching pictures of the imperial exile, in his solitary banishment, robbed of the sole comfort left to him by an ungrateful people and an unjust fate. A great deal of effect was being gained by this presentation on the hearts of the uncritically sentimental, we are told, when the horrifying news arrived that the widower had hardly waited for the tomb to close over the remains of his first wife before pledging himself to a second. To make matters worse, it seems, the illustrated papers published photographs of the Master of Doorn looking jollier than he had ever looked before.

Mr. Wilcox sees no chance for the Crown Prince to ascend the throne, in case anybody should sit on it again, and he reminds us that by the end of the war the Prince's adherents in Germany were confined to a small circle of personal friends. Nevertheless, since that time he has succeeded in recovering a certain amount of lost ground, and we are advised that—

"This has been due, in the first place, to the general revival of monarchical sentiment, in consequence of the inevitable failure of the republic to fulfil the hopes set on it, and the impossibility, patent to nearly everybody in Germany, of putting the ex-Kaiser back in his old position. In the second place, it is the result of the tireless work of the small group of the Prince's friends already mentioned. They include people of great political influence, like Dr. Stresemann, and indefatigable wire-pullers like the industrialist-sculptor and amateur diplomatist, Herr Arnold Rechberg, whose dreams of some day becoming Foreign Minister under the scepter of his princely protégé are, however, hardly reconcilable with the slightly higher but similar ambitions of the leader of the People's party. They even secured admittance for a long and earnest apology for the Prince to the solemn pages of the *Preussische Jahrbücher*, which still retains some of the solid reputation acquired by it under the scholarly and scrupulous editorship of Prof. Hans Delbrück. There has also been a natural reaction, quite just and healthy in its way, from the exaggerated ideas as to the Prince's wartime diversions which were in vogue at the time of the German collapse. Finally,

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the Prince has himself contributed something to his own rehabilitation by the books published under his name. These books have, however, changed the direction of his potential following. Before the war, his only real political friends were the extreme Chauvinists, who at the same time are the extreme anti-Semites, but they have now been alienated from him by his published declaration that for him Jew and Christian have equal political and social qualifications, and therefore claims. This statement and his praise of the British constitutional system have, on the other hand, won him a certain amount of support among the wavering republicans."

In the event of a restoration, Mr. Wilcox believes the candidate who would have the best chance of success is the ex-Crown Prince's eldest son, who is nineteen years of age. There are many reasons, we are told, why the great bulk of the Monarchists favor him as against both his father and his grandfather. It is pointed out also that the real objection to the ex-Kaiser and ex-Crown Prince, from the point of view of the masses of the Prussian Monarchists, is their "compromised and compromising record." Now, the young Prince Wilhelm is said to be what the Germans call "an unwritten sheet," and the Monarchists are confident that theirs will be the pen to fill it up. But it appears that—

"This confidence is not quite so assured as it was four or five years ago, when his majority seemed a long way ahead, and they thought of him only as the docile ward of a dictator-general. To the public at large Prince Wilhelm hardly exists. Perhaps this is also to his advantage, for he could hardly have come prominently before the public eye without exposing himself to hostile criticism. As it is, nothing is known about him by the nation as a whole, beyond that he has been brought up and educated with simplicity and absence of fuss, which would probably have been prescribed by policy if they had not been imposed by the somewhat straitened circumstances laid upon the Hohenzollern family in the first years after the revolution."

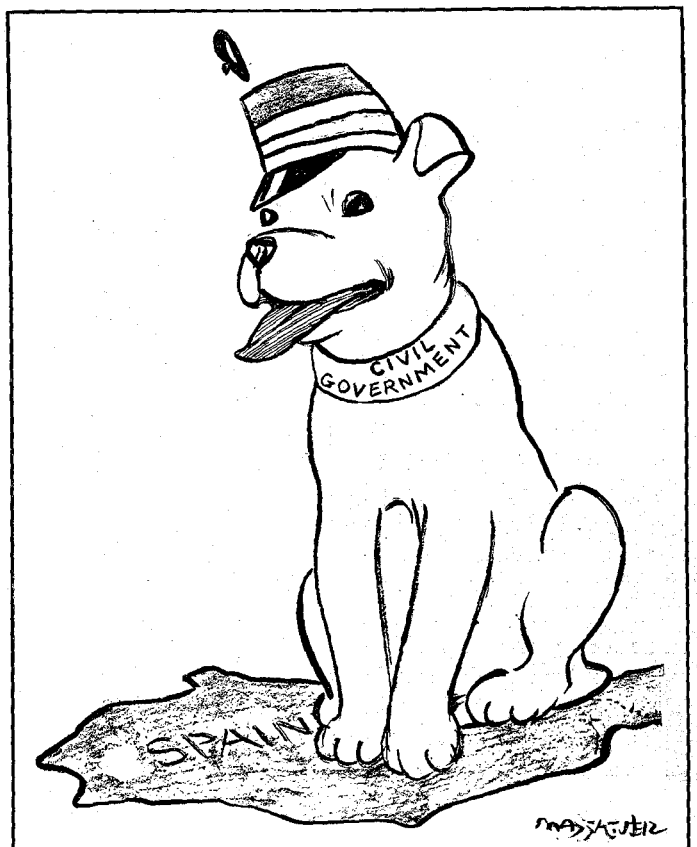
But the chief question of all to be considered, we read then, is whether Germany will ever revert to the monarchical form of government, and so give the various candidates for the throne an opportunity of measuring their strength against one another. Now, this is a question, it is said, which no man can answer without the gift of prophetic inspiration, for it depends on variable factors, as numerous and weighty outside Germany as within that country. Moreover, its consideration is clouded by a number of prepossessions, prejudices, and delusions, we are told, and Mr. Wilcox adds:

"The only chance for the Monarchists lies in a sudden coup, with the help, or at least the connivance, of some considerable section of the Army. Such a coup would, however, inevitably mean civil war, which, tho it might not be prolonged, would be ruthless and destructive so long as it lasted. And tho there are to-day many million Germans who would gladly revert to the monarchy if mere wishing would instantly and painlessly effect the transformation, most of them would hesitate long and fatally if they were called on to purchase it at the price of risk to their persons and property. As the economic stabilization of Germany continues, and the benefits of active production spread throughout all classes of the population, the number of people prepared to take this risk will tend to diminish.

"Thus it may be said that the answer to the question, whether or not there will be a restoration in Germany, depends on the interaction of that country's foreign and domestic politics, and on the reaction of this interaction on its economic condition. Another period of sanctions and Ruhr occupations would stimulate the agitation of the German Chauvinists, and both for foreign and domestic reasons shake the confidence of the world in Germany's solvency as an international debtor. On the other hand, a continuance of the policy of Locarno would give foreign investors the assurance that their money would be safe in German hands, and a stream of credits would soon reduce the cost of money in Germany to a level permitting the full employment of her powerful and efficient industrial machine. Nearly all classes of the population would then realize that their incomes were rising progressively, and when once it was clear to them that they could be as prosperous and as comfortable as they were under the monarchy, they would be very loath to court dangers of any kind for the sake of a sentimental attachment, either to the Hohenzollern or any other German dynasty."

THE PLOT AGAINST THE SPANISH DIRECTORATE

DESPITE A STRICT CENSORSHIP it has come to be known through various sections of the European press, that the plot to overthrow the cabinet headed by Gen. Primo de Rivera was engineered by no less than four different forces aimed against the Directorate founded by General de Rivera's *coup d'état* of September 13, 1923. Certain intellectuals, army officers, Liberals, and Socialist workers have been charged by the Directorate with having organized the conspiracy which is said to have been nipt in the bud through the discovery of



"THE SAME DOG WITH A DIFFERENT COLLAR"

A jab at Spain's civilian Directorate, which was originally military. —*Carteles* (Havana).

certain papers found by the police in the baggage of General Weyler, of Cuban fame. Altho the discontent of the intellectuals, the Liberals, and the Socialists is not considered important by those conversant with the state of affairs in Spain, various foreign editors are imprest with the dissention in the Spanish Army, especially as two of its most important commanders, General Weyler and General Aguilera, are alleged to have been the military leaders of the plot. It is reported that the trouble in the Army arose from a decree issued in June by which merit was made the gage for promotion instead of seniority. The new order was especially resented, we are told, by the artillery and the engineer corps, because it was claimed it opened the way to favoritism; and it is related that all officers of these corps took an oath renouncing promotion, except through the usual order of seniority.

Because of the high feeling in the Army against the decree, the Government took up the matter with the Supreme Council of War, and we learn from the press that the Council ruled that an oath given by any officer is superior to any governmental decree, and so the officers were at liberty to ignore the promotion rules established by the Directorate. Things are said to have gone from bad to worse until several garrisons lent a willing ear to the malcontents. Valencia, Madrid, and Tarragona are

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alleged to be garrisons that favored the overthrow of the Government. There followed wholesale arrests and heavy fines, and jail sentences were imposed upon the leaders of the movement, among whom are named General Weyler, Count de Romanones, General Aguilera, General Riquelme, Professor Maranno, President of the Ateneo, Deputies Marcelino Domingo, Barriobeiro, and Benlliure. In the view of the Madrid *Debate*, the conspiracy was ridiculous and senseless. The Directorate Government is an extremely mild one, according to this newspaper, which remarks:

"No national interest, no aspiration, no sentiment can justify or serve as a motive for a change in the present régime. If answer were made to this, suggesting the rights of democracy, it would be opportune to question whether it is a democratic procedure to deceive the people by securing the support of half a dozen malcontent generals. To criticize the origin of the present Government and at the same time be ready to use similar means to overthrow it, shows small sincerity on the part of the opposition leaders. The plot has been nipt in the bud, and the Government should repress it unsparingly, not because we are bloodthirsty, but because we are all interested in seeing that the public peace shall not be at the mercy of malcontents."

The manifesto addrest to the Spanish people by General Weyler and General Aguilera who were arrested and sentenced to prison, scored the de Rivera régime in the strongest terms and promised an immediate return to democratic forms of government. Its main arguments were for the re-establishment of constitutional government, complete abstention of the Army from all political entanglements, maintenance of the peace, and unrestricted elections.

"But the raven, never flitting,
Still is sitting, still is sitting!"

—*The Weekly Dispatch* (London).

Shortly after the plot was discovered, Premier Primo de Rivera was interviewed by the newspaper *A. B. C.* of Madrid, and in this interview he is quoted as having said:

"Parliamentarism obstructed all possible solution of the Moroccan tangle. When we had no parliamentary critics, we promptly disposed of Abd-el-Krim. In my opinion, parliamentarism is damaging every country on earth, because it has ceased to represent the real interests of the nations.

"The necessity of substituting some other body or system, more in harmony with the economic needs of the day, is obvious. It is also necessary to strengthen the authority of the executive branch in every government, so as to make it free from interference by the legislative bodies."

King Alfonso, interviewed in Paris by the correspondent of *La Nacion*, of Buenos Aires, sees no likelihood of a change in government in Spain in the near future, and he is reported as saying also:

"Spain has really progressed in the past three years. Our financial status is restored and our budget is nearly balanced. Since 1921 our deficits have decreased by two-thirds. We have no unemployed.

"As to the alleged atrocities of the Directorate, let it be known that under parliamentary rule there always was an average of 14,000 to 15,000 prisoners in Spain. Nowadays the average is from 5,000 to 6,000."

ANALYZING BRITAIN'S "INDUSTRIAL REVOLUTION"

THE "INDUSTRIAL STATE" OF BRITAIN is said to be not yet nearly built, and it is described as a new experiment in statecraft for the complete evolution of which two hundred years is all too short. Nevertheless in this age of phrases, writes W. S. Morrison in the London *Outlook*, there is no phrase more grateful to the politician than "the industrial revolution." It has a fine sound, and its use is supposed to indicate an acquaintance with the mysterious matters of economics, according to this writer, who avers that to one side in politics the phrase is sympathetic because of the word "industrial," while to the other it is sanctified by the word "revolution." According as either of these words is strest more than the other, he maintains, we may distinguish the person using the phrase as belonging to one or other of the real divisions in modern realistic political thought. Meanwhile he adds:

"It is interesting for a moment to consider what are these real divisions. There may have been a time in this country when the names of political parties described the opinions of those belonging to them, but it is doubtful if the relation between the name and the reality was at any period more than momentary. In this country we have frankly given up the task of finding a name for our parties that shall be anything other than a mere war-cry; that is to say, a word of vague emotional import which is sufficiently indefinite to be capable of bearing a vast variety of meanings. The more meanings a party name can bear, the better. If one calls oneself a 'Socialist,' it is hard to justify the building of battle-cruisers on a large scale; but if one calls oneself 'Labor,' visions of unemployed shipwrights arise to applaud the decision. To a 'Conservative,' legislation which abolishes ancient institutions like the Grand Jury, must be repugnant, but to a 'Unionist' all things are possible. The humility on the part of our politicians, which prompts this frank avowal of their failure to describe in one word the trend of policy of any party, is an admirable virtue, and it is useful from the point of view of the advertising which is 'practical politics,' but it is very confusing to the serious student of politics—and there are many of these both in and out of Parliament. The Tory who is described by his friends as 'a red-hot Socialist,' and the Labor member who is really a reactionary medievalist, are phenomena sufficiently common to raise the question: 'Are there any real divisions in politics at all?'"

It is plain that such divisions do exist, Mr. Morrison declares, and he goes on to say that the frequent energetic collisions between politicians prove the existence of some wide divergence of opinion. But for the most part the real divergences do not appear, he asserts, and tells us that the debates in Parliament are "urged by an antagonism remote from the battle-cry of the moment." In his view, the line of cleavage in opinion is no more coincident with the line of division between parties than the boundaries of race are coincident with the frontiers of nations. To describe the aims of the two armies which are, in fact, skirmishing in the political area, is no easy task, he admits, but he tells us that the disputants may be distinguished from one

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another by the context in which they use the phrase "the industrial revolution." We read then:

"One side is composed of those to whom the words connote an event which happened about a hundred years ago. To them the 'revolution' was an affair like that 'glorious' one of 1688. According to them, as it were in the twinkling of an eye, the face and the destiny of England were changed drastically and irrevocably. A new race of masters came to the top and a new standard of values was created for all time—values to be henceforth exprest in convenient and concrete symbols of bronze, silver, or gold, with the King's head on them to proclaim their authenticity.

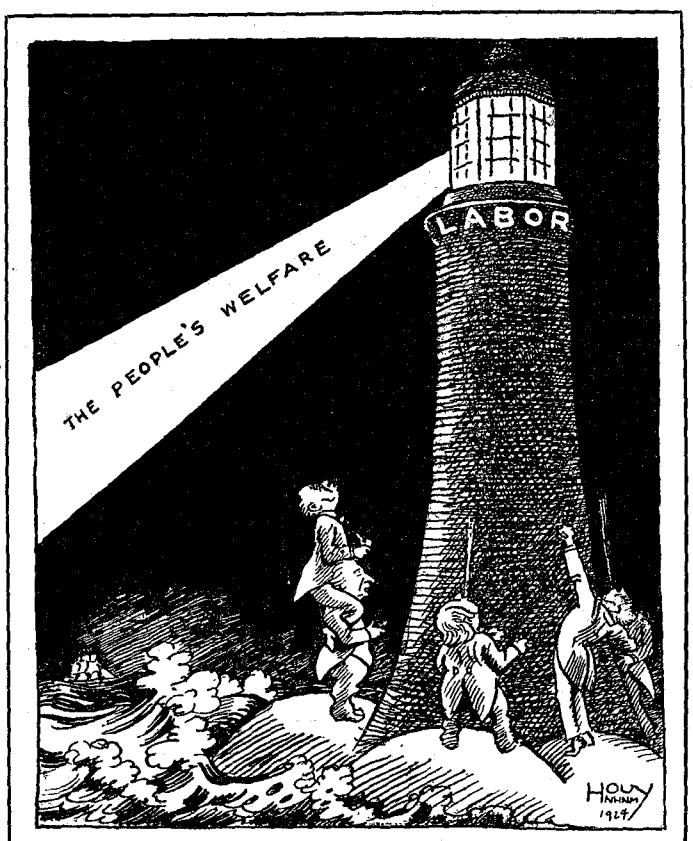
"According as a member of this school of thought is a pessimist or an optimist (a matter which depends to a large extent on the way in which he has been handled by the world), he regards the 'revolution' as a tragedy or a blessing; but the important thing is that he regards it as something which has happened, as something to which we must all react according to the advice of the Federation of British Industries or to the commands of the Trade Union Congress, according as one or other of these bodies is indicated to us by our upbringing as the more likely to care for our well-being.

"On this side of the line you may see a motley but formidable array of banners. Like the hosts of the Crusades, the components of this army may quarrel amongst themselves on points of precedence, but they are united in their allegiance to a great principle. The Miners' Federation and the Mining Association may quarrel as to their respective shares of the wealth created by their industry, but they are both agreed that the industrial revolution set up that wealth as an object of supreme desire. Further, they both believe that we others, having also of necessity subscribed to the doctrines of the industrial revolution, have no idea of complaining while the advances and retreats of their contention trample us underfoot.

"Henceforward, 'since the industrial revolution took place,' wages or profits are the things to go for. It does not matter whether you believe in *laissez-faire* and no trade-unions, so that profits may be as high as possible, or in trade-unions dowered with despotic power and legal irresponsibility, so that wages may be as high as possible; we must agree, say the members of this school, that the industrial revolution brought into being a state of society in which the determination of wages and of profits is the one important manifestation of human activity."

The other school of thought differs fundamentally in its view of the industrial revolution, it is declared, and regards the "revolution" not as the starting-point of a new order of society, but as the starting-point of a process which is not nearly completed, and Mr. Morrison continues:

"We are still, say the members of the second school, in the middle of the industrial revolution. Two things combine to make the chief exponents of this view the younger men of the Tory party. The Labor members are, with some brilliant exceptions who are generally distrusted by the rank-and-file, too deeply imbued with the wages craze to see any farther than the profit-worshipers with whom they wage fratricidal war. The young man nurtured in Tory politics is usually sufficiently certain of the permanence of human instincts and desires to see that the truest thing about any revolution is that it revolves. The wheel does not long remain at half-circle."



A LABOR VIEW

"They can not blow out the light."

—*The New Leader* (London).

THE BOY SCOUT BOOM IN THE ORIENT

REAL ENTHUSIASM for the spread of the Boy Scout movement in Japan and in China is revealed in various newspapers of those countries. Indeed, an important Osaka newspaper, the *Mainichi Shimbun*, in conjunction with the Federation of Japan Boy Scouts, invited the Boy Scouts of the elementary schools attached to the Nanyo University of Shanghai to visit Japan. This journal believes these Chinese boys are burning with an eager desire to see the sights of Japan and to talk with Japanese boys who are destined to be their good friends in the future. They are good friends even now, we are told, and it is the belief of this Osaka daily that the Chinese boys will obtain useful information during their stay in Japan, and that its ultimate effect will be for the greater good of Chinese-Japanese relations. Another Japanese newspaper which joined in the invitation extended to the Chinese Boy Scouts is the Tokyo *Nichi Nichi*, which affords an interesting view of the Japanese attitude toward the Boy Scouts as follows:

"As long as the struggle for existence goes on among individual men and States, jealousy, prejudice, and mutual expulsion are attendant upon the politics and economic life of this world. Far removed from such ugly features of the political and economic fields, the world of boys is genuine and innocent. It is free from worldliness. That they stand on the basis of international concert and of mutual help in order to carry on social activities appeals to our sympathy. They will thus set an example for selfish manhood."

As Japan and China are of the same race and civilization, separated only by a channel of water, the *Nichi Nichi* feels they ought to be on the friendly terms of good neighbors. Thus their safety and welfare would be safeguarded, but this newspaper laments that the statesmen of both countries have allowed themselves to be governed by political calculations as well as by the sense of material gain. That is why, we are told, it is a pleasure to have the Japanese and Chinese Boy Scouts become acquainted with each other, and this daily adds:

"It is our earnest hope that this social gathering will prove conducive to better relations between the two peoples, and also to the development of the spirit of international concert. It will be greatly helpful to the growth of the international spirit among the younger generation of the two countries. The visit of the Chinese Boy Scouts and their welcome by our Boy Scouts are significant. This is the motive for which the Federation of Japan Boy Scouts, the Tokyo *Nichi Nichi*, and the Osaka *Mainichi* invited the Chinese Boy Scouts.

"The watchwords of this body are wisdom, benevolence, and courage, while the boys are taught the principles of humanity and international concert. The Chinese Boy Scouts were once represented at an international conference. Shanghai, whence they came, has been notorious for anti-Japanese agitation. It has been base of operations for this agitation. Accordingly, the Chinese students of that port have not been free of its influence. but the Boy Scouts now in Japan readily accepted the invitation, to our gratification."

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SCIENCE · AND · INVENTION

SAFETY ON ENGLISH AND AMERICAN RAILROADS

THE CURRENT OPINION that English railroads are safer than ours is pronounced erroneous by Charles Frederick Carter, railroad historian. In an address before the Safety Section of the American Railway Association, as quoted in a press bulletin, Mr. Carter asserted that in proportion to the volume of traffic, British railways have six times as many casualties to passengers, employees, and trespassers as American railroads do. Mr. Carter first read to his auditors part of a press cablegram from London, widely published in American newspapers, as follows:

"Great Britain claims world leadership in railway safety. Last year (meaning 1925) only one passenger was killed in a train accident. . . . As 1,700,000,000 passenger journeys are made by train every year, the chance of death is infinitesimal."

Mr. Carter's comments on this news item were as follows:

"Suppose we turn for a moment to official reports of the British Ministry of Transport and of our own Interstate Commerce Commission. Figures for 1925 not being available, let us take, instead, those for 1924.

"At once we catch the amateur prophet in the act of padding the returns. To make an impressive showing for British railways, he counts passengers in London tubes as railroad passengers. Instead of 1,700,000,000 passengers annually, on steam railroads, official figures shrink to 1,235,802,000 originating passengers, which is somewhat less.

"Further, it appears from government figures that twenty-four passengers were killed in train accidents in 1924 instead of only one, as compared with an annual average of thirty-six for ten years ending with 1922, indicating that 1924 was an unusually favorable year. On American railroads forty-one passengers were killed in train accidents in 1924—forty-one against twenty-four in Great Britain.

"In accidents of all kinds to passengers, employees, trespassers, and others, 6,215 persons were killed and 48,371 were injured on American railroads in 1924 as compared with 606 killed and 25,703 injured on British railways.

"So far, the case looks black for the United States; but to draw fair comparisons between railroads with the primitive equipment which seems to meet the requirements of a country with a railroad freight traffic of only 484 ton-miles per capita per annum with those of the United States, moving more than seven and a half times that volume, and having a different system of keeping statistics, is not so simple as it seems. Figures hereinafter quoted are as nearly comparable as possible, those for American railroads, excluding accidents classed as 'non-train and industrial,' that is, shop accidents, because these are not reported by British railways. While 94 per cent. of the 'non-movement accidents' enumerated in the Ministry of Transport's accident report for 1924 are called 'industrial,' they all seem to be included in the Accident Bulletin issued by the Interstate Commerce Commission, and may, therefore, be included in comparisons hereinafter drawn.

"The first question is, how long is a railroad?

"The American practise is to build a railroad just long enough to reach from one terminus to another. On this basis, Class I railroads alone have attained 11.6 times as many miles of line as British railroads. As for cross-section, the New York Central mileage of six-track main line across the State of New York is equal to the aggregate of four-track line in all Great Britain.

"If we killed as many passengers in train accidents per mile of line as Great Britain, we should have slaughtered 278 in that particular way, instead of forty-one.

"In this connection it is well to bear in mind that while United States railroads carried only a little more than 75 per cent. of the number of originating passengers on British railways the average journey here was more than three times the average in Great Britain, so that, measured in passenger-miles, traffic here was 2.6 times passenger traffic there. On the basis of passenger-miles, British railroads would have killed sixty-two passengers in train accidents in handling the American volume of traffic, while, if British railroads were as safe as our own, only seventeen passengers would have been killed in train accidents in 1924, instead of the twenty-four actually killed."

Already a ray of hope illumines our accident record, remarks Mr. Carter, altho comparisons are difficult because of the wide diversity in all conditions. Take equipment. So far as figures show, England is nearly on a par with the United States in passenger cars, the difference being only 3,472 cars in our favor. But what a difference! Mr. Carter puts it as follows:

"Instead of the big, light, cheerful, roomy, well-ventilated day coaches seating eighty-four persons to which we are accustomed, the greater part of British passenger cars are modeled after the cages which the Grand Monarque reserved for his pet prisoners; cages in which the victim can neither stand up nor lie down.

"America has more than 3.2 times as many freight-carrying cars as Great Britain.

"Employees on American railroads fare better than on British. They are involved in only 62.1 per cent. of all casualties, while on British railways no less than 81 per cent. of all accidents happen to employees.

"On the basis of locomotive-miles, British railways make a better showing in employees killed, worse in employees injured; the rate per million locomotive-miles being decimal seventy-five (.75) for the United States, decimal forty-five (.45) for Great Britain. Employees injured per million locomotive miles in the United States are 19.51 as compared with 35.9 in Great Britain.

"However, this is not a fair comparison. The average train load in Great Britain is only 130 tons, as compared with an average of 647 tons on all American roads. The average load for British cars is only 5.54 tons, as compared with 24.46 tons for American cars. To approximate a comparative basis we must take the ton-mile and passenger-mile. On this basis, let us, first, dispose of accidents to passengers.

"To get killed in 1924, the American passenger had to travel an average of 242,220,714 miles; but he could cross to England and be killed by traveling an average of only 124,904,273 miles. In other words, British railroads kill 1.94 times as many passengers in proportion to passenger-miles as the American railroads do.

"Official statistics show that while the number of passengers killed in 1924 showed a decrease of 24 per cent. from the ten-year average ending with 1922, the corresponding decrease for American railroads was 43½ per cent. That is to say, American railroads are improving the safety record, so far as passengers are concerned, nearly twice as fast as the British railways.

"Perhaps the most equitable basis of comparison would be to lump together all casualties, both fatal and non-fatal, to all persons, passengers, employees, trespassers, and all others, except suicides, then combine both ton-miles and passenger-miles, call their sum traffic-miles, as representing the aggregate public service rendered, and see what relation casualties bear to traffic-miles. On this showing, British railroads have more than six times as many accidents as American railroads.

"Now for a cap sheaf, let me dispose of that too-familiar stuff about grade crossings. Whenever that subject is mentioned some Oracle is sure to announce that no one is ever killed at a grade crossing in England because there are no grade crossings; and that no trespassers are ever run over because it is an offense severely punishable to walk on railroad tracks. Strange as it may seem, the Ministry of Transport does not agree with these Oracles. In its accident report for 1924, it publicly confesses that twenty-nine persons were killed and six injured on grade crossings that year; and, further, that no fewer than 141 trespassers were killed and sixty-two injured, exclusive of the 213 suicides. Of course this is nothing like our own record of grade-crossing slaughter, but it is an interesting reminder of the fact that lots of things we know aren't so.

"The long and short of the matter is that American railroads render better service at less than half the average cost on British railroads, and are also much safer for everybody concerned than the railroads of Great Britain, or any other country."

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TURNING LIGHT INTO ELECTRICITY

A FORM OF CRYSTAL, now being tested at the U. S. Bureau of Standards in Washington, has been found to possess the property of generating an electric current when a ray of light falls upon it. If this result, now attainable only on a very small scale, should ever yield itself to large-scale production, we may have a discovery which will change the course of the world's history—something more revolutionary than the radio, the airplane, the telegraph, the telephone or even the utilization of steam. It would mean a direct utilization of the vast flood of sunlight to turn the wheels and do the work of the world. Even as it is, the result attained is described as "one of the most astounding miracles of modern science," by S. R. Winters, writing in *The National Spectator* (Washington). We read:

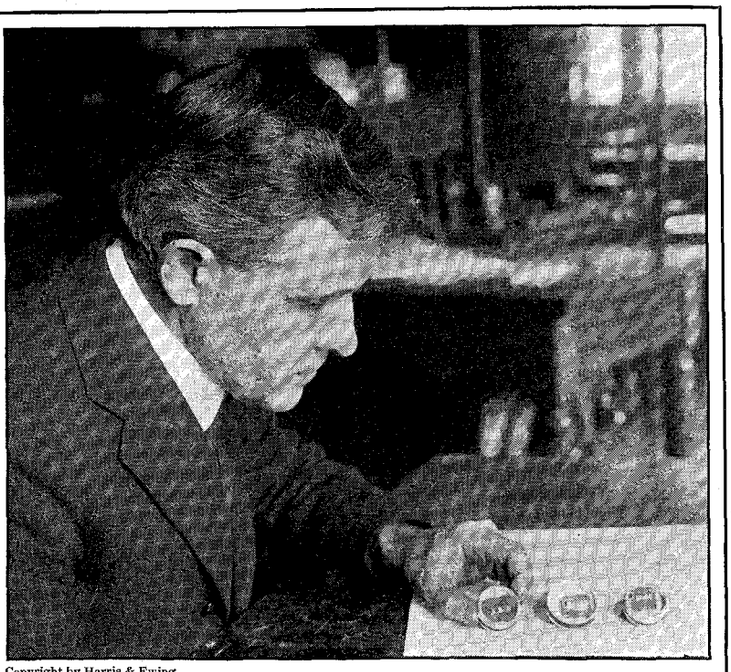
"'We have found substances that apparently transform light into electricity,' is the startling statement of Dr. William W. Coblentz, chief of the Radiometry Section of the Bureau of Standards. The tiny success achieved in transforming light into electric current is attributed to the marvelous phenomenon manifested when molybdenite—a rare mineral—is exposed to the sun, moon, or stars. It, however, reacts only to certain wave-lengths of light, just as our radio receiving sets will reproduce music or speech only when we have tuned them to certain wave-lengths.

"This sensitive mineral, when exposed to the sunlight or moonlight, differs in several respects from the behavior of the thermopile used in measuring heat of planets millions of miles away. The amount of current developed by the thermocouple is in proportion to the energy value to which it is exposed—that is, the amount of solar radiation, for example. Molybdenite, according to Dr. Coblentz, responds only to certain wave-lengths—those in the visible spectrum and the near infra-red rays.

"The piece of molybdenite used by the Bureau of Standards is no larger than the head of a pin. Only a small spot of each piece of molybdenite manifests that inexplicable phenomenon of changing light into electric current.

"Unfortunately, there is a present scarcity of samples of molybdenite containing spots that possess this phenomenon. 'Molybdenite having a high electrical resistance is rare. Some samples cut from this material exhibit, in spots, a high photo-electrical sensitivity when subjected to an impressed electromotive force and exposed to light,' explains Dr. Coblentz. 'Thus far I have found these two properties only in certain samples of material from York Peninsula, South Australia. Upon inquiry it was found that the mine from which the present material probably was obtained has been abandoned. Further material from this source must be sought for in museums and private collections.

"Dr. Coblentz is now conducting an investigation which has for its objective the discovery of artificial means of sensitizing molybdenite or other minerals. Out of twenty-seven samples tested at the Bureau of Standards—originating in Canada, Japan, and Australia—twelve had a positive thermoelectric power and fifteen had a negative. In some cases this action was so strong that daylight incident upon the molybdenite was sufficient to throw the galvanometer deflection off the scale.



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ON THE TRAIL OF A NEW SOURCE OF ENERGY

Dr. William W. Coblentz, with samples of molybdenite which apparently have the amazing property of turning light into electricity. If this transformation can be accomplished on a large scale it may change the course of the world's history.

"'The next thing to be done,' indicates Dr. Coblentz, 'is to isolate the spots exhibiting high sensitivity and examine them separately. This will be a tedious, time-consuming undertaking. The material is of rare occurrence, and the risk of injury or loss is too great to attempt to attain the goal in one step.'

"Dr. Coblentz, in the past, has received many requests for a substance that 'transforms sunlight directly into electricity.' He has, in a small and experimental way, accomplished this very thing. This remarkable achievement may again prompt the oft-recurring question, 'What is electricity?' and 'What is light?'

"Scientists have determined that the longest infra-red rays and the shortest electric waves are identical in properties. Electric or radio waves, traveling through the ether, and light waves have the same velocity—186,300 miles per second. If sunlight and moonlight are to be transformed into electricity on a large scale, other similarities between light and electricity, hitherto unknown, may be unfolded. Are we on the threshold of a revolutionary scientific discovery?"

Before he was eighteen years old, Mr. Winters tells us, William Coblentz was picking up a fragmentary education from the district schools of Mahoning County, Ohio, working during the summer months. At eighteen he attended the Poland Seminary of Poland, Ohio, paying his tuition by serving as janitor. During the summer months he worked for a young farmer. In recognition of his services, as well as in sympathy with his plans for obtaining an education, this family encouraged him to study electrical engineering. To quote further:

"In the fall of 1896 Coblentz entered the Case School of Applied Science of Cleveland. While a student at this institution, Dr. Coblentz and another senior, in the course in physics, became interested in electromagnetic waves as a means of propagating messages through the air. About twenty years later, during the World War, Dr. Coblentz invented a secret method of radio signaling, making use of infra-red rays.

"A scholarship and a continuation of summer work on a dairy farm made it possible for young Coblentz to complete four years of study in the Case School, receiving the degree of bachelor of science in 1900. He matriculated in Cornell University as a graduate student, receiving the degree of master of arts the succeeding year and his doctorate two years later. Soon after his arrival in Washington, the director of the Bureau of Standards assigned him the task of building an instrument known as the Nichols radiometer, to be used in measuring radiant heat and studying the laws of radiation. Subsequently, he built a bolometer and a radio-micrometer, and was the first to make an intercomparison of these devices. During a period of ten years he constructed more than 100 instruments for measuring radiant heat, handling of 20,000 pieces of material. Many of his investigations and results challenge our imagination to the stretching point. For instance, an instrument which he uses in conjunction with a thirty-six-inch mirror is sensitive enough to react to the feeble heat of a candle located at a distance of fifty miles. As long ago as 1914, he was able to measure the heat of stars to the seventh magnitude, and the most recent accomplishment was the measurement of the temperature of the poles, and of the bright and dark areas on Mars."

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HEALTH FROM SUNLIGHT

LIGHT THERAPY IS THE MEDICAL FAD of the moment, says Galielma F. Alsop, college physician at Barnard College, New York City, writing in *The Woman Citizen* (New York). It has long been known that the sun's spectrum is composed not only of different colors but of rays of many different properties and values, divided roughly into the heat rays and the chemical rays. A late discovery shows also curative rays, invisible to unaided human eyes. As the X-ray machine has become a regular therapeutic equipment of the modern hospital, so recently many new light-therapy lamps are being rapidly added to the healing instruments available in disease. We read further:

"In England where, due to the fog and smoke, sunlight is rarely ever pure, a new kind of glass is being manufactured which will permit all the sun's rays to enter a house. The glass in use in England and in all our houses filters out some of the most health-giving of the sun's rays and so makes the light of a glassed-in solarium very different in healing and curative power from the light out of doors.

"Light is a strong and powerful stimulant. If light falls through the small space of a glass transom at night upon the eyelids of a sleeper, the sleeper's pulse quickens by two beats a minute. In the Far North, where darkness lasts half a year, many of the Eskimos and Lapps and Finns approximate the habits of the bear and snake and pass the winter in a condition of semistupor much resembling hibernation. In the summer, with the long duration of light, their activities are almost quadrupled.

"Amundsen, in his dash for the South Pole, relates that sunlight stimulated his men and lessened fatigue. Testing themselves out by daily experience, they found that six, and even four, hours' sleep was sufficient for recuperation from a day's exertions.

"This stimulation by light affects all the organs of the body. It affects the resistance of the lungs, so that tuberculosis becomes rare or entirely absent in sun dwellers. Californians, Italians, Southerners in general, do not have consumption as do Northern housed races. Sunlight almost entirely controls bone development in childhood, preventing rickets and other bone and joint diseases. Even the best of food will not certainly promote perfect bone growth in children if they are kept away from the sun. Surer than cod liver oil is sun treatment in the cure of rickets.

"Light is also absolutely necessary to the creation of a beautiful skin. Skin that lives in the light is a soft, peach-like color, elastic, not readily bruised, and, if injured, quickly repaired. Modern pugilists have discovered the power of the tanned skin to resist bruises. In the famous fight between Dempsey and Carpentier, Dempsey's victory was partly due to his elastic tanned skin which Carpentier's blows did not harm. Pugilists now give two or three months to training in the open, clothed only in trunks, so that the entire upper torso, with neck and arms and legs, is deeply tanned. In ancient sports the tanning process was also valued; tho the Greek athletes seemed to have prized the beautiful bronzing of the athlete's body more as a mark of aristocracy than as the sign of a perfect physical condition.

"Tanned individuals possess a far greater resistance to all infections than pallid people. The Chinese coolie who works all day in the sun possesses a resistance to blood poisoning that astonishes the Westerner. Whether some separate virtue exists in the tanning process itself, or whether the tanning of the skin is merely concomitant with the life-giving process that has taken place in all the internal organs during the time necessary for tanning, is as yet undecided. The fact remains, with all its far-reaching implications, a tanned body is a healthy body.

"One word of warning must be issued to vacationists who, glancing over their pallid bodies, resolve to become tanned during a two weeks' vacation. Acclimating the skin to the sun is absolutely necessary or the entire process of tanning will be lost in the very harmful process of sunburning. The skin may be blistered or burnt by the powerful actinic rays of the sun, making one actually sick. These burning rays are best filtered out by red—a red parasol or a red chiffon veil. If the vacation is prolonged into the late summer, the pigment which makes the tan protects the skin from burning.

"Too much sunlight is also bad for the eyes. The color most restful to the eyes is green. The sun-bath fiend, in the early summer, should wear green goggles and sit under a red parasol in a red silk bathing suit! These artificial color screens are necessary only until the pallid indoor skin is inured to the sunlight.

"Sunlight is man's friend in more ways than one. Most germs are killed in sunlight, for germs flourish in dampness and darkness. A damp room is filled with a thousand times as many potential diseases as a dry, sunny room. Therefore one should live in a sunny room with the windows open. Dark and damp tenements should never be built. Zoning boards should insist upon building only cities that permit floods of sunlight on the ground floor of all houses."

GOOD-BY, SPEED LIMIT!

PERFECTLY STRAIGHT HIGHWAYS and no speed limits thereon are now suggested as desiderata for the future by some road experts. In most States, says an editorial writer in *The Engineering News-Record* (New York), the speed of motor vehicles on the open highway is limited by State law to thirty or thirty-five miles per hour. With the modern automobile on the present-day wide, hard-surfaced trunk routes these laws have outlived their usefulness and it is only a question of years until their revision must be undertaken. He goes on:

"Regulation of automobile driving will in time settle down to a regulation of those things which are important. Already the tendency in enforcement is along those lines, but it is far better to revise a law than to let it stand and wink at its infraction. On straight, level highways, particularly on long runs through thinly settled territory, there is often no reason except danger of arrest to keep automobile speed under thirty-five miles per hour. To make the thirty-five-mile speed limit applicable to such cases not only encourages disregard for the law, but it is as unreasonable as is the present interpretation of this same law, which often legalizes that same speed at danger points where even half that speed would be dangerous. Speed alone is not a measure of risk. A far more reasonable plan is that which makes the driver at all times responsible for complete control and safe operation of his car and so long as he conforms to these requirements imposes no speed limit.

"Directly in line with this, in a recent bulletin to his staff R. M. Morton, chief engineer of the California Highway Commission, said: 'Alinement should be so planned as to permit a high speed. Some day there will be no speed limit on most highways.' This is good policy and, we believe, sound logic. Any move toward the abolition of unnecessary limitations on highway travel is constructive and forward-looking and will help build up public sentiment in support of strict enforcement of the law where safety does require slower speeds."

FAR-AWAY STARS—A group of astronomic objects, so enormously far away from the earth that light takes about ten million years to come to us from them, has been discovered by Prof. Harlow Shapley and Miss Adelaide Ames of Harvard Observatory, we are told by Dr. E. E. Free in his *Week's Science* (New York). He says:

"Since light travels 186,000 miles a second, the distance of these objects in miles is a number requiring twenty figures to write it down. The objects are what astronomers call spiral nebulas, vast spiral-shaped clouds of stars each of which is millions of times larger than our whole solar system. Many of these spiral nebulas are known in different parts of the sky. It is even suspected that we ourselves live inside one of them, the sun being merely one star of the vast spiral group. The spirals studied by Dr. Shapley and Miss Ames comprise a cluster of one hundred located in the constellation Virgo. By comparing the brightness of these, as indicated on photographs, with other characteristics of themselves and of spiral nebulas in general, the Harvard astronomers were able to estimate the distance of the cluster from the earth. The distance so obtained is the greatest distance yet measured in the universe. Previous to this measurement, the most distant stars known were about one million light-years away, only one-tenth of the distance now measured. In comparison with ten million light-years, the distance from the earth to the sun, vast as it is according to human standards, is but as an inch compared with twelve million miles."

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SPEEDING UP PRODUCTION WITH SCALES

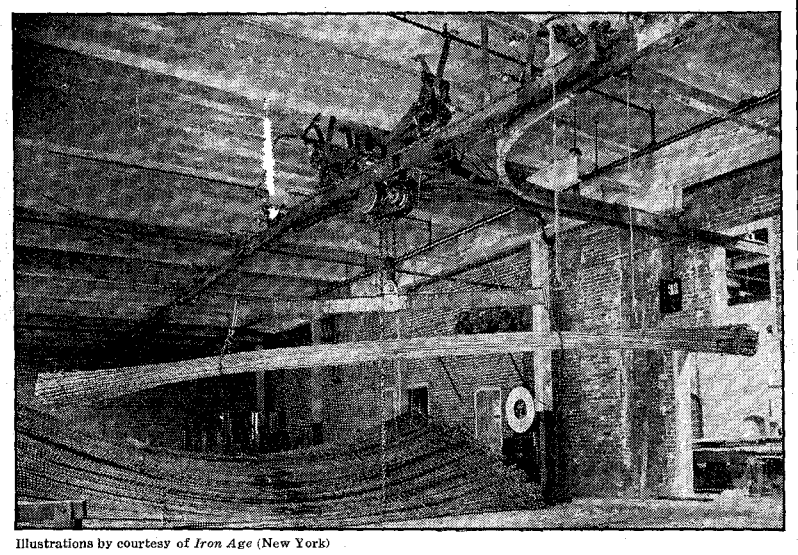
WEIGHING MANUFACTURED OBJECTS in bulk is now found to be an accurate method of ascertaining their number, and they may also be sorted into classes by the same method, to some extent. Scales, writes F. L. Prentiss, resident editor of *The Iron Age* (New York) in Cleveland, Ohio, are pushing their way forward to a more important place in the metal-working industry. Their field of usefulness has been extended until their use in counting small parts is not uncommon, and various other applications are being found. Economies have also been effected by providing scales in conveyor lines which register the weight of material as it is moving through a plant. He goes on:

"Scales, by keeping a check on production, preventing losses, and counting pieces for various purposes, including a record of the output of piece-rate workers, are taking their place alongside machine tools as labor-saving and cost-cutting equipment.

"The growing use of scales in plants has doubtless been brought about by the great improvement in industrial weighing, particularly the development of automatic dial indicating scales to take the place of the loose weight beam-type scales, which are comparatively slow in operation and subject to errors, because of their dependence on the human element.

"A plant in which the wide application of scales for various purposes is well illustrated is that of the Ternstedt Mfg. Co., Detroit, a unit of the General Motors Corporation which manufactures automobile body hardware. In this company's plant several types of Toledo scales are used. The heavier materials, such as strips, sheets, and steel bars, are carried from the unloading dock to the raw stock room on an electric hoist, operating on a monorail. In the monorail is a live scale section, and the weight is recorded on the scale head. The scale head is inside of the building and the monorail outside, but in view of the weigher through the glass-inclosed side of the building.

"An automatic dial-type counting scale is used in issuing stock to the individual machines for checking production, computing the earnings for piece workers, for packing in bags, and for invoicing. The scale has an extended arm permanently attached to the tare-beam lever bracket, from which is suspended a ratio pan. A piece is placed in this pan and is counterbalanced by like parts on the scale platform in ratios of 50 to 1 or 100 to 1. To count the number of parts, an empty container is placed on the scale and the tare poise is moved until the indicator returns to zero. The parts are placed in the container and the net weight is noted. Parts are then counted into the ratio pan until the indicator again returns to zero. A totalizing chart on the face of the dial has columns of figures for use in operating the scale.



Illustrations by courtesy of *Iron Age* (New York)

A WEIGHING MACHINE THAT COUNTS STEEL RODS

Here the scales operate through a live section of a monorail track.

"In addition to counting, this scale performs the usual function of weighing; the net weight of the load on the platform is indicated on the scale dial after the parts are removed from the ratio pan.

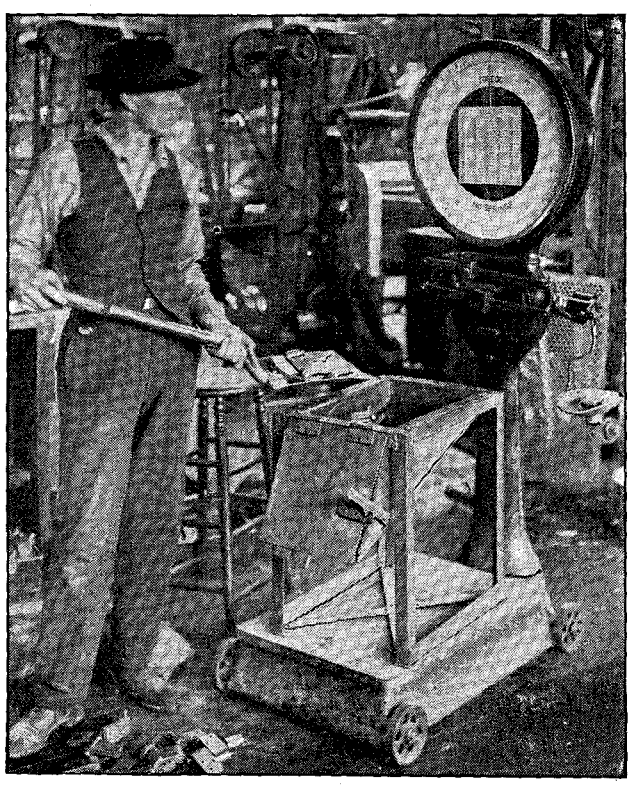
"An application of automatic weighing for checking the count of parts is found in the plant of the S. M. Jones Co., Toledo, manufacturer of sucker rods. The slender rods, about 20 feet long and weighing 30 to 35 pounds each, are difficult to handle. These, when finished, are tied up into small bundles of six rods each, and 15 bundles are bunched together, weighing approximately 3,000 pounds. The bundle is then picked up by an electric hoist that carries it to the warehouse for shipment. Formerly, a checker counted the rods as they were piled into the freight cars, and errors in the factory count were frequently found. Now the bundles are weighed as they pass over a live-track section in the monorail, and if the weight is 3,000 pounds or within a very small tolerance, the count is known to be correct. This method of checking is found to be more accurate than the old method, as well as much speedier.

"Another of the uses of automatic scales is the testing of automobile springs for resistance. The spring is placed on the platform of the scale and is prest down, either by means of a vertical bar operated by a hand-wheel, or by a foot lever. The scale shows the number of pounds of pressure required to effect a maximum of spring compression.

"An electric conveyor scale for weighing in transit and recording the quantity of material counted over a conveyor is being placed on the market. This scale is mounted over the conveyor frame at a convenient point and supports a freely suspended portion of the conveyor track, the loaded and return sections of the conveyor being independently suspended from opposite sides of the steelyard arms of the scale. The weight of the conveyor belt itself is thus completely neutralized and the tare is automatically deducted, so that only the actual weight of the material conveyed is registered.

"It is pointed out that this automatic deduction of the tare is of much importance, because the accuracy of the recording operation is assured whether the flow of material on the conveyor is regular, irregular, or intermittent.

"It is stated that the scale can be used with any type of horizontal or inclined conveyor in which a section of live track can be suspended. When the scale is adjusted by the setting of weights for belt tension and tare deduction, no further adjustment is required unless some essential change is made in the equipment or in the tension conditions. The construction of the scale may be varied to meet special conditions."



COUNTING HINGES BY WEIGHT

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LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

WILL ROGERS IN LONDON

ANY ONE SO AMERICAN as Will Rogers would not seem adapted to catch on in a place like London, but he appears to be a howling success there. The fact is that Britons seem to like best those who are most unlike themselves, tho *Punch* will not admit that Rogers invented all his jokes; indeed, it is convinced that some of them must have been made in England a thousand times. *Punch*, or rather Sir Owen Seaman under the familiar signature of "O. S.," is grateful that "he spared us the cryptic language of his native slang and so made things easier for us." What impresses *Punch* most, perhaps, is that Rogers "must have gathered from our appreciation of him that he was free to make American fun at our expense as no Englishman would be free to make English fun at the expense of an American audience." *The Evening Standard* reports that on his opening night, "in ordinary clothes, and without theatrical adjuncts of any description, he talked for forty minutes without appearing to have talked for more than five." *The Standard* seems to hark back to Josh Billings's days to find his prototype, describing him this way:

"Mr. Rogers is that queer mixture of comedian, lecturer, and philosopher which seems to be produced exclusively by America, tho Sir Harry Lauder has been known to wax philosophical at times.

"But Mr. Rogers, with all his shrewd observations on things in general, never allows his audience to think that he is taking himself or his topics seriously. In the broadest American, with jaws constantly 'chewing,' he touched on Anglo-American relations, the Prince of Wales, the films, the ethics of war, and much else, with exceedingly amusing effect."

"THE COWBOY HUMORIST"

That is what they call Will Rogers in London, who is seen here interviewing one of London's flower-women.

The Outlook, a London weekly, having more time to reflect on its impressions than a daily paper, seems to find him even more a puzzle at the end of its rumination:

"Mr. Will Rogers is in no sort of a hurry. He gives us at his slowest leisure so perfect an impersonation of the uttering bore that almost he might bore us so exactly does he hit off the inexhaustible flow of platitude, of unctuous good-will, of bland, impertinent patronage, of large and very shallow generalizations on European affairs which characterize the wearisome conversation of certain well-meaning but obtuse American tourists. It is comforting to know that in America their astonishingly complacent critics of our ways and means are considered ridiculous. Mr. Rogers told us how to manage the next war, and the last war loan, and the strike, and the French. And most of us sat and roared with laughter at him. One or two rather snuffy people rose and left the auditorium. I suppose they felt that international politics were no theme for a comedian at the London Pavilion."

The Daily Herald (London) describes him as "Main Street come to England," and if we never thought of him that way before, here is something to ponder on:

"A deeply furrowed brow, with lank, graying hair tumbling across it when the jokes flew thick, an amazing mouth, which changed shape continually as the wad of chewing-gum shot round inside, a waggling left hand that drove any lagging points home, a boisterous schoolboy manner, and a delightful American drawl—those are my chief impressions of Will Rogers, ex-cowboy, film star, and international wit.

"He introduced himself to us a little nervously (or was that just another of his jokes?) toward the end of Cochran's raging, tearing revue at the London Pavilion last Monday night. And he began to make us laugh immediately. 'I've a good face—not handsome, but practical. . . . There's no one else like me in America. My social standing over there is about like a "Sir" in this country. . . . President Coolidge wanted some one to represent him in Yurrup—he's got no one over here—so, without a word spoken, I started in to represent. . . . England and America'll always get along together, s'long as they hev each other to laff at. . . .' And so on and on.

"It was a typically Transatlantic performance, a helter-skelter mixture of absurd political comment, Middle Western humor, great good fun, and naïve self-advertisement. There were jokes about Ireland and jokes about Prohibition and jokes about the House of Lords and jokes about the War Debt and jokes about Will Rogers. 'I've got the ugliest face on the films. . . . They won't let me work in America now: they say I've got no sex appeal. . . .'

"And then came—for Will—the greatest joke of all. He had some friends in the audience, and he felt he just had to introduce them. 'I'm over here to make a picture with Dorothy Gish. Come on Dorothy! Stand up there, and let 'em put the "spot" on you!' And a fair-haired, familiar face rose out of the front row of the stalls, and blinked and smiled for a moment in the glare of the 'limes.'

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"A very likable comedian! I notice that one of the critics hopes he will cut out all the self-advertisement and the 'spot-lighting of unoffending notabilities in the audience.' I hope he won't. When Main Street comes to England, it ought to be seen uncut. For that is what Will Rogers is. He is beyond a joke: he is a portent. He is an incarnation of the artful, absurd, bubbling energy of the Middle West, quite sure of itself, and a little contemptuous—ever so good-naturedly—of all the rest of the world. Certainly, he should be seen uncut."

AMERICAN AND BRITISH FILMS COMING TO GRIPS

BRITISH FILMDOM IS TAKING HEART again after its long period of depression. The new tone seems to be an expectation of profit over the expected discomfiture of American films, especially in their European invasions. Yet Britons do not expect immediately to go it alone. Mr. G. A. Atkinson, "Cinema correspondent" of the London *Daily Express*, bases his hopes on the "alarm, bordering on panic, exprest by American film producers over the ever-growing and world-wide hostility to their screen monopoly." While Mr. Atkinson adduces facts which seem to bear out his attribution of impending American failure, yet in a finale he speaks of "schemes for Anglo-American film-reciprocity likely to be revived as a result of the British industry's failure to produce an independent scheme for recreative British films." Mr. Atkinson regales his readers with "interesting information on the general film situation given to Congress by the Washington representative of Mr. Will Hays." The quotations are as follows:

"The lowest reliable estimate," he said, "places the gross revenue to the American film industry from its foreign business as at least £15,000,000 a year. It is known that one American company (presumably Famous-Lasky) does an export business of over £200,000 a month.

"Between 25 and 30 per cent. of the gross revenues of the American companies comes from the foreign field, and there are two or three companies which show foreign returns of 40 per cent. and over.

"If this revenue were cut off, or seriously curtailed, the American industry, as a whole, would face bankruptcy. The foreign market will soon rival in size the domestic market.

"American films abroad create a demand for American clothes and other American products, and have been an important aid to the American manufacturer.

"Foreign film producers, with limited returns from their limited number of theaters, have been forced to keep costs below £10,000 for each picture.

"The United States, on the other hand, can give an American producer a profit on a picture costing $50,000, through domestic showings alone.

"The foreign movement to limit the number of our pictures by legislation, will become so wide-spread, unless checked by counter-action on our part, as to constitute a serious menace to our foreign film trade.

"The aid which the Department of Commerce can give will be of great importance in determining whether American motion-pictures will continue to secure nearly 30 per cent. of their revenues from abroad, or whether this will be cut down with consequent dislocation of the trade at home."

Mr. Atkinson observes that "America is so fully convinced that she is entitled to own the world's screens that the British film movement was recently described over there as 'an attack on one of our markets.'" In a sense he goes on to justify to its observation:

"The great bulk of America's foreign film revenues are obtained from the British Empire, which has nearly 10,000 cinema theaters against America's 15,000.

"No one wishes to see the American film industry crash into bankruptcy, and its alarm is misplaced.

"The oddest thing about that industry is the fact that it is content to cater to the lowest stratum of intelligence, tho it is obvious that the real sources of revenue lie among the higher strata.

"We owe it to this fatuous policy of the American film chiefs that the cinema-going public remains practically stationary, if it is not actually shrinking, and that the number of cinema theaters shows no notable increase, tho the number could probably be doubled if we had the right goods to show in them.

"America's cinema industry understands everything but public opinion. They produce nearly 800 photoplays a year, but they do not produce six photoplays that are capable of standing up for even one month's run at an important London theater.

"That fact alone condemns America's film policy. She should amend it. If not, Europe will amend it for her."

Faith in the British film future is exprest by Carlyle Blackwell, a leading British producer who says that six years ago he made up his mind that Great Britain was due to become a world center of film production. In the *Daily Chronicle*, he writes:

"The idea seemed a little mad at that time, when America—after four years of war in which to develop her studios and capture the markets—was supplying the whole world with the jazz films post-war Europe demanded.

"But the reasons underlying my conviction were not by any means illogical—and they are still less so now—because Great Britain has the geographical position, the stories, the history, the scenery, the technical nucleus, and the artists to make first quality films. And also because American entertainment does not now satisfy even America.

"It is not generally known that ninety per cent. of the actors now playing in New York theaters are British. Al Woods, the impresario, was over here recently to find twenty-four British actors to tour America in 'The Green Hat' and 'Shanghai Gesture.' British acting, in short, is all the rage in America."

Mr. Blackwell reviews the comparative advantages of Hollywood and London, tho he says nothing of the lack of crystalline atmosphere from which most foreign films suffer in the making.

"A lot has been made in argument of California's 'unique' advantage of varied scenery. It is a fact, however, that London is even more conveniently situated.

"Californian companies think nothing of spending four days traveling from Los Angeles to New York. I myself made the trip seventy-two times in the making of four hundred films. Florida, another happy hunting ground of Californian producers, is six days from Los Angeles. These are only two of Hollywood's favorite 'locations.'

"But four days would take a London company to Russia, Greece, Sicily, Morocco, Algeria, Egypt, or Turkey—all possessing historical backgrounds beyond the wildest dreams of an American location man.

"Finance, admittedly, is one great obstacle—tho not by any means insurmountable—to the growth of the British industry. The European market is open to it, and it is worth noting that without Europe, American productions would realize a loss.

"U. S. A. and Canada are as good as closed to us as markets, because they are both in the hands of U. S. producing trusts. South Africa and Australia are closed for a similar reason—exhibiting trusts. The Dominion Governments will have to tackle that problem in their own interests, and there is no doubt they will. When they do British producers will have markets enough without America. But in the meantime they can get along with England and the rest of Europe to sell their pictures to.

"At the moment our biggest difficulty is getting facilities for exteriors. The Admiralty and the War Office are becoming more amenable, and here the Federation of British Industries is doing valuable work. But it is still almost impossible to obtain permission to shoot scenes in London streets and parks, those very exteriors which members of both Houses of Parliament are demanding shall be shown on the Empire's screens.

"Recently we were compelled to film Richmond Park in the Bois de Boulogne. Filming scenes in Richmond Park, we were told, was forbidden by Act of Parliament!

"I hear of another British film company, recently returned to England, which was refused permission to produce in British New Guinea, and had to go to the Dutch island of the same name, where not only permission but official assistance was provided. What a contrast to conditions in America, where a telephone call to a millionaire will secure the use of his garden and a director can set up his arcs and cameras in the streets at any hour of night or day on showing his stock permit.

"But even if this last barrier remains, British producers will succeed—and before long. Three years are a lifetime in film production."

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BIDDING IN THOUSANDS

GIRLS IN BOBBED HAIR and tight-fitting hats thronged Christie's auction room in London recently to see the portrait of one of their age and sex sell for £68,900. But she had long powdered ringlets, and calm dark eyes. "A woman of a more tranquil age, whose eyebrows were faintly raised as if in mild protest at their enthusiasm." So a writer in the London *Daily Mail* points the contrast between the feminine ideals of a past age and those of to-day. It was a portrait of Mrs. Davenport by Romney, and is a small canvas, measuring only 29½ inches by 24½. The artist's fee for painting it is said not to have exceeded forty-five or fifty-five pounds. The sale price is far in excess of any record price of a Romney, tho the master is among the desirables of the eighteenth century. It now passes into the hands of the art firm of Duveen, its ultimate destination being so far unheralded, tho America would be one of the likely guesses. The auction room has become one of the favorite forms of modern entertainment. New York last winter saw a large crowd gathered to witness the sale of a Guttenberg bible, fully one half of those present having to stand through a long session to participate in the few exciting minutes at the end when one of these rare occasions occur. So the picture of the recent scene in London from the vivid pen of a writer on *The Daily Express* does not come amiss:

DOES SHE LOOK LIKE A FLAPPER?

She was only twenty-four when Romney painted her, and this canvas of Mrs. Davenport recently brought £68,900 at auction in London.

"A quiet-looking man at Christie's sale room yesterday caught the eye of the auctioneer, raised his eyebrows, and gave the slightest possible inclination with his head.

"'Fifty-eight thousand guineas,' £68,900 exclaimed the autioneer. 'Is there any advance on that?'

"Suppprest excitement filled the room, which was crowded with art lovers and dealers from all over the world. The auctioneers's keen glance swept the room as he raised his right arm and held it poised for a moment in the air.

"Then the hammer fell. The tension of the audience ended in a gasp of relief, followed by hearty applause. They had seen history made.

"This was the climax of three of the most exciting minutes ever experienced in any auction room. Bidding began at 5,000 guineas and went up by bids of 500 to 10,000 guineas, from which point it proceeded by bids of 1,000 guineas.

"There were soon but two bidders left—Mr. Martin, who represented Sir Joseph Duveen, and a woman, whose identity was not disclosed. Bidding was spirited until over 50,000 guineas had been offered, then it slackened somewhat in speed, and ended with Mr. Martin's final record signal.

"'The price is the highest ever realized for a picture at a sale by auction in this country, or I should think anywhere else,' said Mr. Hannan, who occupied the rostrum, to a *Daily Express* representative.

"'Our previous highest here was the £54,600 for which we sold the Romney portrait of the Beckford Children at the Duke of Hamilton's sale in 1919. But that picture was much larger than this. The Mrs. Davenport portrait is a magnificent piece of work and is in splendid condition.'

"Romney's portrait of Lady Hamilton, which was also disposed of yesterday, was knocked down to Messrs. Duveen for $13,650. Other prices realized included £3,570 for Rembrandt's portrait of the Duchess of Lorraine, which was bought by Mr. Guerault, and £3,150 for a portrait of Rembrandt by himself.

"The portrait of Sir Duncan Campbell by Sir Henry Raeburn fetched £5,460, and Tintoretto's 'Apollo and Marsyas' realized £2,205."

Romney is counted a "best seller" in an English auction room and something of romance hangs about the record of previous sales. In the same paper we read:

"Forty-four years ago the highest price paid for a Romney was 1,320 guineas. Since then, £41,370 has been paid for a portrait of Anne Lady de la Pole in 1913, £45,000 for "Mrs. Penelope Lee Acton" in 1914, £54,600 for the Beckford Girls in 1919, and £28,350 for Sir Christopher and Lady Sykes in 1920.

"On one day in 1913 four Romney pictures, for which the artist received between £200 and £300, were sold for £85,050.

"Romney has thus become England's 'best seller' at picture auctions.

"It is interesting to recall that when the previous English record was set up by Romney's Beckford Girls in 1919, Mr. Lambert, M. P., asked the Chancellor of the Exchequer 'whether his attention had been drawn to the great extravagance now prevailing, and whether he could devise means to tax persons who could afford to pay £54,600 for a picture.'

"Mr. Chamberlain's written reply was: 'The payment of a high price for a fine picture is not the only form of extravagance, nor, I would venture to add, is it the one which I should select before others for animadversion.'"

The subjects of very expensive canvases have not always matched in interest the glamour of their commercial worth—especially in the case of portraits. Mrs. Davenport, who is represented here in a pink dress with a white velvet cape trimmed with fur, appears to be an exception, as information supplied by the same source shows:

"Mrs. Davenport, who was born in 1756, was the daughter of Mr. Ralph Sneyd, of Keele, Staffordshire. She was a woman of remarkable beauty, and in her twenty-first year married Mr. Davies Davenport, of Capesthorne, who was member of Parliament for Cheshire. She died in her seventy-fourth year in 1829.

"When the portrait was painted she was twenty-six years of age, and was at the height of her beauty."

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RELIGION AND SOCIAL SERVICE

FIGHTING THE DOPE MENACE

"CURIOSITY, YOUR HONOR," said a narcotic victim the other day when asked by Judge Simons in Detroit to name the leading cause of drug addiction. As we are told, the man is a university graduate. On being sentenced to six months in the House of Correction, he begged the judge to send him instead to the Leavenworth Penitentiary for a year and a day. "I've been in the county jail for almost a month awaiting trial," he said, "and during that time I've gained twenty-five pounds and I haven't felt as fit and fine in the past twelve years. The longer sentence in Leavenworth will give me a chance to cure myself entirely of the habit." His request was granted, the Detroit *Free Press* tells us, and an incident narrated by Arthur M. Smith in the Detroit *News* gives some indication of the moral heroism which the request implied: "Among the sixty-five drug addicts rounded up recently was a man who, fifteen years ago, was a valuable member on the staff of a Western newspaper. He was asked what his symptoms were when he could not get the 'dope' to keep him up. 'O, my God!' he replied, 'they are indescribable. Could you imagine having extreme neuritis in every nerve of your body? That is only a part of it.'" Other consequences of indulging curiosity regarding drugs are banishment from home and a dependence upon thieving for a livelihood. "Lost to old associates and bound as with chains to the underworld where dope-peddling thrives, the drug addict not only takes easily to crime, he is driven to it to live without torture. He is too emaciated and nervously disorganized to take any job and hold it." Mr. Smith quotes an officer of Detroit's narcotic squad as saying, "Fully 90 per cent. of all petty larceny is committed by drug addicts," while reports from the California State Penitentiary show that "90 per cent. of the inmates of that institution have been users of narcotics." Summing up the results of his investigation, Mr. Smith tells us:

Photograph by Brown Bros.

A "SHOT" IN THE ARM

What the drug habit has brought this man to is readily apparent in his general appearance.

"1. Dope smuggling is probably the easiest, and doubtless the most profitable, contraband trick known.

"2. The attempted smuggling of $500,000 worth of dope, through the port of New York last July 12 is indubitable evidence that dope gangsters do not hold narcotic and customs agents of the United States in great fear, for these 300 agents (only seven are assigned to Michigan) have 40,307 miles of coast line to watch, besides the Canadian and Mexican borders, and are also responsible for stopping the sales of dope throughout this vast territory.

"3. The little pinch of white powder can be concealed in a thousand ways by the dope peddler and the addict.

"4. The dope addict is peculiarly social in the practise of his vice; he wants to share his dope exaltation and his misery.

"5. The dope habit is more easily and quickly formed than any other human vice, and no vice is so inexorable in its demands or so hard to cure.

"6. The United States, the largest per capita user of dope, is in the throes of a general disregard for law such as afflicts no other country in the world to-day, and such as this country never before experienced—a condition which makes fertile soil for the extension of any insidious form of lawlessness.

"7. Here is a great army of diseased people, robbed of moral sense, if they ever had any—without it anyhow—physically and mentally unfit for economic or social use, and every one of them, if not cured or checked, liable to make other addicts.

"8. The financial loss to the country through petty larceny and begging by addicts is somewhere between $200,000,000 and $3,000,000,000 annually, for virtually all of the money legitimately earned by them could be counted in pennies and the cost of their apprehension, confinement and care runs annually into many other millions of dollars."

Abundant Federal and State laws exist to combat the narcotic menace, but Mr. Smith goes on to say, "No number of officials can be provided that could effectually cut off smuggling, or watch the movement of individuals in the forming of vices. That way, the task is hopeless. If the people of the United States propose to take dope, they will get it." The hope is in education. "The eyes of the people must be opened to the dangers lurking in dope, and they must be opened to such an extent that no boy would any more dare to try the first 'shot' than he would dare to plant his bare foot on a coiled rattlesnake. Complete instruction in the schools as to dope and its dangers would be a death-blow to the drug habit within ten years, so far as exposed youth is concerned." Youth is particularly exposed at present, as "boys and girls in their teens are prone to be a bit 'smart-Alecky' and often too eager to 'try anything once.'" According to the United States Treasury committee's report of April 15, 1919, as cited by Mr. Smith, "most of the heroin addicts are comparatively young, a portion of them being boys and girls under the age of twenty. This is also true of cocain addicts." Another way of dealing with the narcotic evil would be to shut off the supply of drugs at its source. Toward this end at least one important step has been taken, and the *Christian Science Monitor* remarks editorially:

"The welcome announcement that the export of opium from India is to be progressively reduced until it ceases altogether, except for its employment in materia medica, is one which eighteen months ago scarcely the most confirmed optimist would have dared to believe could come so soon. At that time the leading countries of the world were met together in acrimonious conference at Geneva, and the representative of the Government of India stedfastly refused to depart from his stand that it would be impossible for India to give up exporting opium until the huge illicit opium production of China had been brought under control. Yet only eighteen months later the same Government of India has voluntarily, and without being in any way bound by treaty commitments, arranged to surrender the whole of this export within the next ten years. Let it be added that the traffic is one which brings an annual

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Photographs by Brown Bros.

THE STUFF THAT LEADS TO DEGRADATION AND TORTURE OF MIND AND BODY

The photograph on the left shows men preparing to destroy opium pipes and drugs seized by the Government. That on the right shows a million dollars' worth of habit-forming drugs seized by the Federal Narcotic Squad. *It is said there are now more than a million drug addicts* in the United States, that the number "has grown by leaps and bounds until the situation is staggering."

profit of considerably more than £1,000,000 to the State Treasury."

However, the opium-using countries show little inclination to reduce consumption, and Persia, "the chief producer of opium for export," declares itself unable to stop production unless given financial resources with which to substitute other crops. As *The Monitor* reminds us:

"A League of Nations commission has recently been examining the situation in that country, and if its report bears out the Persian contention it is to be hoped that the requisite funds will be forthcoming in spite of the somewhat doubtful nature of the security Persia can offer. But even if Persia is given a helping hand to get out of the export trade in opium for smoking, there still remain Turkey and a number of small producers all able, and apparently willing, to produce as much opium as there is a demand for, and all careful not to make too strict inquiries before sending the opium wherever there is a market for it. Many of them, it is true, signed the opium convention last year, thereby pledging themselves to make such inquiries. But not one of them, or indeed any power, has so far ratified the convention. And Persia and Turkey, the two largest producers, have not yet signed it.

"While, therefore, the action of India is a great step in advance, it will not simply in and of itself solve the world problem in respect to opium. Indeed, it is necessary to face the possibility that the withdrawal of India from the export market unaccompanied as it is by similar action elsewhere, may increase rather than diminish the seriousness of the opium menace for the rest of the world. If those Far Eastern governments where the use of opium is officially sanctioned have in future to buy uncontrolled Persian or Turkish opium, the fact is likely to lead to increased production in those countries. Until the supply is sufficient to meet the demand, the opium will command a higher price which, in turn, will make the cultivator (who, be it noted, sees no harm in producing the drug) less anxious to substitute another, and probably less lucrative crop. Furthermore, there will be more opium available for unscrupulous manufacturers to turn into narcotics such as morphia, heroin and codein—the form in which opium is chiefly used by addicts in Western countries. It is consequently essential that the antiopium forces of the world should not rest content in the knowledge that the Government of India has ranged itself on their side, but should redouble their efforts lest the enemy take them unawares. Any slackening of effort now might mean turning an important victory into a defeat."

The number of drug addicts in this country is increasing, we are told. Capt. Richmond Pearson Hobson, Secretary General of the World Conference on Narcotic Education, says that the number of cases of violations of the narcotic law increased from 1,060 in 1917 to 10,297 in 1925. Writing in the New York *American*, Captain Hobson quotes an official statement to a committee of Congress that 40 per cent. of all convictions in Federal courts are narcotic cases and that the number is increasing. In 1919 the report of the Treasury Department of a survey concluded, Captain Hobson tells us, with these words: "The committee is of the opinion that the total number of addicts in this country probably exceeds 1,000,000 at the present time." As the Knoxville (Tenn.) *Sentinel* observes, "it has grown by leaps and bounds until the situation is staggering."

FOUR FAITHS IN ONE CHURCH—Denominational money has combined to build an interdenominational church in East Lansing, Michigan, which, under a joint pledge, will never have a competitor among the Protestant faiths which sank their differences at its altar. The church, which ministers to the Michigan State College as well as to the town, was recently dedicated. At the dedicatory service 116 members were received, and an offering of $10,000 was collected. No undergraduate at the college, says *The Congregationalist*, which tells us the story of the church, will ever see sectarian rivalry going on under his observant eye. This is the reason:

"In a bank vault in East Lansing rests the significant document that made possible this happy dedication. It is the interdenominational agreement signed by twenty persons representing the national and State bodies of four churches, the Baptist, the Congregational, the Methodist, and the Presbyterian, and also the People's Church itself. By this agreement each denomination consents to put in $25,000 toward the building of a church structure, and pledges not to organize any independent work in the city. The pastor of the People's Church is to be elected by the congregation on nomination by the elders and trustees. Benevolences are to be divided equally among the four denominations. Other denominations are welcome to join the People's Church later on if they so desire. The resultant of the federating process is to be an 'interdenominational, evangelical, Christian church.'

"With an auditorium seating 1,300, a friendship hall in the vestibule, a chapel for weddings and funerals, rooms on the second floor for student work, accommodations on the third floor for the Sunday-school, a women's parlor, and a battery of offices of various kinds, this one structure houses all the dynamics of the spiritual life for the whole town and college. In such unity is strength. Symbolic seals of the four cooperating denominations are emblazoned over the altar, weekly reminders to the worshipers that in Christ 'all ye are brethren.'

"The creed of this church is simple but adequate: 'I believe the teachings of Jesus Christ, and with the help of God I will strive daily to live the life of unselfishness, purity, and service which he exemplified.'"

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THE CHURCH'S MESSAGE TO LABOR

THO THE CHURCH CAN NOT UNDERTAKE to lay down rules and technique for the adjustment of labor problems, it is its inherent right and duty, we are told, to teach certain great specific Christian principles upon which our industrial life should be builded. So, year by year, as Labor Sunday approaches, the Commission on the Church and Social Service of the Federal Council of Churches of Christ in America issues a "Labor Sunday Message" which has come to be looked forward to as showing the Church's position on the great questions confronting industry. "The peace and welfare of human society are now so dependent upon what takes place in the labor and industrial world that the Church," comments *The Herald of Gospel Liberty* (Christian), "dare not evade its responsibility to promote the spirit of good will and brotherhood in this vast and tremendously important field of human relations." The Church has long maintained that industry should not be organized for profit merely, and this year the Labor Message repeats that the churches "stand for a reciprocity of service," and "for the supremacy of service, rather than the profit motive in the acquisition and use of property on the part of both labor and capital." They stand "for the conception of ownership as a social trust," holding that possession "involves the obligation to use such possessions for the good of all," that "the insistence upon personal rights must give way to the higher insistence upon social ends." Further:

"The churches stand for the safeguarding of youth. Child Labor, in its technical industrial sense, must be abolished, and the rights of the child protected. Laws are needed, but laws are not enough. The churches stand for a systematic building up of a body of legislative enactment which will prevent the exploitation of weakness and youth.

"The churches stand for the protection of the leisure of men and women. They hold the principle that all workers should be insured freedom from employment one day in seven, and that hours of labor for all workers be reduced to a work day which leaves time and vitality for the larger interests of life and opportunity to grow in the appreciation of culture and beauty.

"The churches stand for the effective organization of society to the end that the fullest opportunity of education and development may be put within the reach of the poorest and the least privileged. Only so shall we have a citizenry capable of building an economic order marked by reason and empowered common sense. They can set no higher goal than to work for an America which will provide the setting in which every child shall be a child of privilege.

"The churches stand for the principle that the first charge upon industry must be at least a minimum comfort wage. They know full well that this ideal will not be reached by the passing of resolutions, nor by the stirring up of any amount of unorganized and thinly diffused good will. Nevertheless they can never be content, nor cry, 'All's well' until they see the achievement of an intelligent control over our economic life which will make possible a living wage to every worker.

"The churches stand for the principle that society should insure to the worker steadiness and adequacy of employment. As was said at the Universal Christian Conference on Life and Work at Stockholm, 'The problem of unemployment must not be considered as unsolvable.' The world has work for every one who will work, and the churches believe there is sufficient intelligence in America finally to end unemployment, and meanwhile to give security to the worker through forms of insurance.

"The churches stand for the right of men to organize for the protection of their own interests and for the promotion of more effective and constructive cooperation in production. They stand for this right on the part of management and of labor. All drives against this right are drives against the interests of society. They believe that any attempt to break labor unions which are seeking to function fairly, or to prevent the organization of labor with representatives of their own choosing, will prove not only ineffective but productive of increased ill will and of new cleavages difficult to heal. They believe it the duty as well as the right of labor to build strongly and well, to the end that workers may collectively win a place of larger dignity and a more democratic share in the shaping of their own conditions."

There are peculiar reasons why pastors and churches should give unusual attention to the observance of Labor Sunday this year, comments *The Herald of Gospel Liberty* further on the Federal Council's annual message. There have been serious labor difficulties on the other side of the water, and there have been others nearer which have menaced the peace and prosperity of the United States. It may be that, owing to the great prosperity of the country, we are at present in a lull of labor difficulties. But hard times will inevitably bring on a renewal of clash and outbreak between employers and employees. Hence, says *The Herald of Gospel Liberty*, the Christian forces of the land should bend their energies toward "infusing the whole labor and industrial world with the finest possible spirit and idealism, and should take advantage of Labor Sunday as a most opportune time to impress the entire community with the importance of the Christian spirit as applied to industry." This religious weekly continues:

"Especially should the churches endeavor to encourage a sympathetic study of the whole question. There is far too much ignorance and prejudice surrounding the subject—a thing which ought not to be with reference to a matter so intimately and acutely connected with the happiness and welfare, not only of our cities, but of practically every section of our land. No question of such major importance should be approached with such bias and such rigid class consciousness and selfishness on all sides as now surround this subject. Hence, it is the business of the Church to illuminate this situation and breathe into it a finer Christian spirit. And it may well make a far larger use of Labor Sunday in doing so. As Mr. James Myers, the Industrial Secretary of the Federal Council's Commission on the Church and Social Service, well says:

"'Labor Sunday offers an opportunity. It is not expected of the Church that it shall make pronouncements designed to settle all the intricate problems of industry. But the Church can show that it cares. It can demonstrate that it is eager to cooperate in all constructive efforts toward a better world in industry. Under the mantle of religion let capital and labor come together on Labor Sunday in a friendly spirit "to worship the Lord and to inquire in his temple." Out of such friendly and reverent drawing together for worship there should come inspiration for the more permanent forms of cooperation which will insure an orderly progress for industry and guide our feet into the paths of peace.'

"Mr. Myers suggests that 'the occasion offers a unique opportunity for a great union service, with pastors, employers, labor leaders, or professors of economics as speakers,' that special invitations should be issued to labor unions and employers' organizations, and that special sermons on 'Religion and Labor' should be preached in all churches. *The Herald* wants to emphasize the fact that this day should have wide observance in the rural as well as the city churches; for the country as well as the town should be most deeply concerned about the great industrial affairs which have so much to do with the welfare of the rural as well as the urban districts."

MILLIONS FOR RELIGION—American churchmen gave $648,000,000 to religion last year, according to Dr. Luther E. Lovejoy, President of the United Stewardship Council of the Churches of Christ of the United States and Canada. His figures are based upon totals compiled for the Protestant churches and estimates made of the Catholic and Jewish faiths. According to an Associated Press summary:

"The twenty-five boards connected with the Stewardship Council of the Federal Council of Churches gave $88,845,000 to benevolences, including missions of all kinds; $332,552,000 to congregational expenses and miscellaneous gifts, to make a total of $451,000,000.

"Dr. Lovejoy estimates that the Jews gave $18,500,000, Roman Catholics $168,000,000, and miscellaneous organizations $10,500,000.

"Of the Protestant bodies, Dr. Lovejoy said, the combined totals of the North and South branches of the Methodists were $135,000,000, Baptists $70,000,000, Presbyterians $72,500,000, Episcopalians $39,000,000, Congregationalists $26,500,000 and the Disciples of Christ $20,600,000."

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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

IT IS worth something to gain a philosophy as sane as this, in the New York *Times*, "against the intruding years":

"THIS I SHALL HOLD"

By Mary Siegrist

This I shall hold against the intruding years:
That here within the hollow of this cup of hills
I have touched deep, immutable springs of livingness;
That here the jangled pattern of the days was blown,
A negligible wraith, across the easement of the hills.
Here, like immortal trumpeteers, the winds rang out
And at their convocation memories came
Flooding the shadowy rim of trees with living light
While time and space like rusty bands fell off
From all the pulsing world, and once again
I was aware of immanences bright
That melted even the granite of the hills
Like very flakes of snow.
And all the dreams and loves of men were woven
Into a palpable tissue of delight
Wherefrom there rose a temple with its base
Spanning all nations and its spires
Joining all skies. . . .
And I glimpsed then what little children know:
That life and death are one to him who goes
Gallantly on;
That all the bitter creeds are as miasma blown
Before one living breath;
That he who hastens on love-quickened ways
Helps build the temple of becoming man;
Who sends his shaft of dream across the ache of time
Shall lighten travelers on the path of gods;
Yes, he shall quicken even the sullen stones
And ease the destined birth of every groping thing.
And he shall know beyond the cramping knowledges
Of many books;
And he shall contact tides of light that ran
When Plato was a boy;
And he shall eat of bread that shall be sweet
As that a Poet broke on Olivet.
Easily he shall come to know
The "Open Secret" hidden through the years,
For to his wakening eyes
All races and all nations shall be one
With, in their midst, a temple.
. . . . . .
This I shall hold against the intruding years.

WILL even the confirmed mountain-climber espouse death in answer to such wooing as *The Herald Tribune* here describes?

MOUNTAIN DEATH

By Ella Byrne

In mountain passes Death woos gayly, come,
Sweet, be my bride.
My marriage coffers, redolent of gum,
Rich treasures hide.
A thousand lovely things you may become.

Within vast spaces Death woos brightly, Love,
Be not afraid.
My spousals are the wooings of ring dove
In pearled glade
With fluted arch of riotous leaves above.

In high, still places Death woos largely, Child,
Choose what you will
To be. A mist of centaurea or of wild
Sea holly? Spill
Of spume as on the rocks cascades are piled?

The rosy bark of lodge-pole vine? The smell
Of day and night?
The great half-arc of eagles' wings? A well
Of morning light?
Come, Sweet, let thunder peal our marriage-bell.

How to lay the ghost of old houses may be revealed to a discerning reader here in *The Nation and the Athenæum* (London):

THE CUPBOARD NIGHTINGALE

By Herbert E. Palmer

I

I am not wicked; it's my Muse that's wicked.
I'm haunted; I'm a house that's got a ghost.

I am not noble; she, my Muse, is noble.
I'm clay; but she's a blade from Uriel's host.

I am not saved; I'm outcast under Heaven.
Yet Satan fears me, for she twists his thumbs.

She's outcast, too; for proud and pitiful
She follows me, and beats my spirit's drums.

I am not lovely; she, my Muse, is lovely.
I'm brindled—Ah! the cupboard creaks. She comes.

II

What is it, Thing? Why dost thou so torment me?
When thou art gone why do I grieve and hate?
When thou art there why does the World escape me?—
Thou scorner of each pleading purse and plate.
Is it by freak of birth, or for some sinning,
Or out of virtue I am thus and thus?
Mammon sits on my blackened hearthstone, grinning,
A ghost like thee, and worse—the spirit's smutch,
And sniffing to the lice and cobwebbed throng.
"A charming house, indeed! Pull down the blind.
Who cares a shilling clothes-prop for a song!"

III

Still, that's the Devil, Mammon is the Devil,
A skunk that clots the soul and blinds the brain.
I suffer for a sin that's not my sinning,
When I'm the best house all along the lane.

So come, my Muse, possess the premises,
Let in the sunlight, higher switch the blind.
To Hell with mumble Mammon's bitter solaces,
The skies are generous when the floor's unkind.

IV

Let in the sun and all the winds of morning,
Invite the spring and zephyrs from the glade,
Bring daffodil torches to defeat his scorning,
Ignite Sin's vesture and remove the shade.

Thus dumb swans sing, and Christ rides home on asses,
The butterfly devours the nettle scourge,
And prison-walls intone cathedral masses,
And clay and fire commingle and converge.

TRIBUTES in verse, to Bernard Shaw, are among the birthday greetings to the famous author. We quote the one in the London *Observer*:

G. B. S.—70

By R. B.

"Three score and ten! The fateful age,
Ominous to the sons of men,
When the grim Angel lifts his pen
To write the Finis to the page:
But yet, O Fates, let our strong prayer prevail,
That this eye shall not dim, nor spirit fail.

"Not for him can the edict run,
Whose life has been a living flame:
Who played the greatness of the game,
Valiance and gaiety in one:
Ever a desperado for his truth,
What should he have but an immortal youth?

"Oh that a score of us might pile
Our years to centuries, and bring
The whole a birthday offering,
To stay the stern decree awhile;
That he might be the Ancient of his dream,
Still pondering, in groves, the eternal theme."

SOME dozen or more of London's old churches are under condemnation, and some are already being demolished. One proposal, whether in jest or in earnest, has been to sell them to the United States. *The Evening News* (London) finds something ironic and pathetic in the situation:

THE LITTLE CHURCHES

By Algol

"An easy step from Birch's,
Or Bishops gate Without,
The little City churches
Are scattered all about;
And long and long they've stood there,
And in a bygone day
They did a power of good there,
But now they're in the way.

"For the little City churches
Are built on precious ground,
And though in vain one searches,
When Sunday comes around,
For pious folks to fill them,
'Twill be another tale
When the bishops start to bill them:
'Commanding Sites—For Sale.'

"The clinging grime besmirches,
Tall office buildings pen
The little City churches
Of Inigo and Wren.
The hands that held their psalters
Now worship otherwhere,
But History tends their altars,
And love does reverence there.

"The little City churches
Will soon be coming down;
Their pigeons seek new perches
In other parts of Town.
Each lacks a congregation,
And so, perhaps, it's right
That the Church's main foundation
Should profit by its site."

OF course Miss Letts is Irish, tho her poem appears in the London *Spectator*. England has been accused a nation of shop-keepers, but here we are shown that even shop-keepers have a soul.

SHOPS

By W. M. Letts

I like the people who keep shops,
Busy and cheerful folk with friendly faces.
They handle lovely things—bulbs, seed and flowers,
China and glass and gay-backed magazines,
Velvet and satin, foreign silks and laces.

One keeps a stall that's good to see,
Of nuts and fruit the morning sunlight dapples,
With dewy green things fresh from country gardens,
Tomatoes, bloomy plums and figs in baskets,
Melons and pears and red or russet apples.

The ironmonger charms me, too,
With wholesome things of house and ground for selling,
Rakes, hoes and spades, tin ware and tacks and hammers,
And shining lamps that wait for kindling fingers,
A pleasant place for converse, good, clean-smelling.

To serve us seems their only aim,
Asking our wishes, quick to crave our pardon,
And yet I know in each of these shop people
There dwells a soul withdrawn from us, elusive,
The shop can never know—a secret garden.

How can we guess who see them so,
Behind their counters, writing down our orders,
The hidden glades of thought, the fair surprizes
That lie without our reach, the blue horizons
Stretching for them beyond their peaceful borders?

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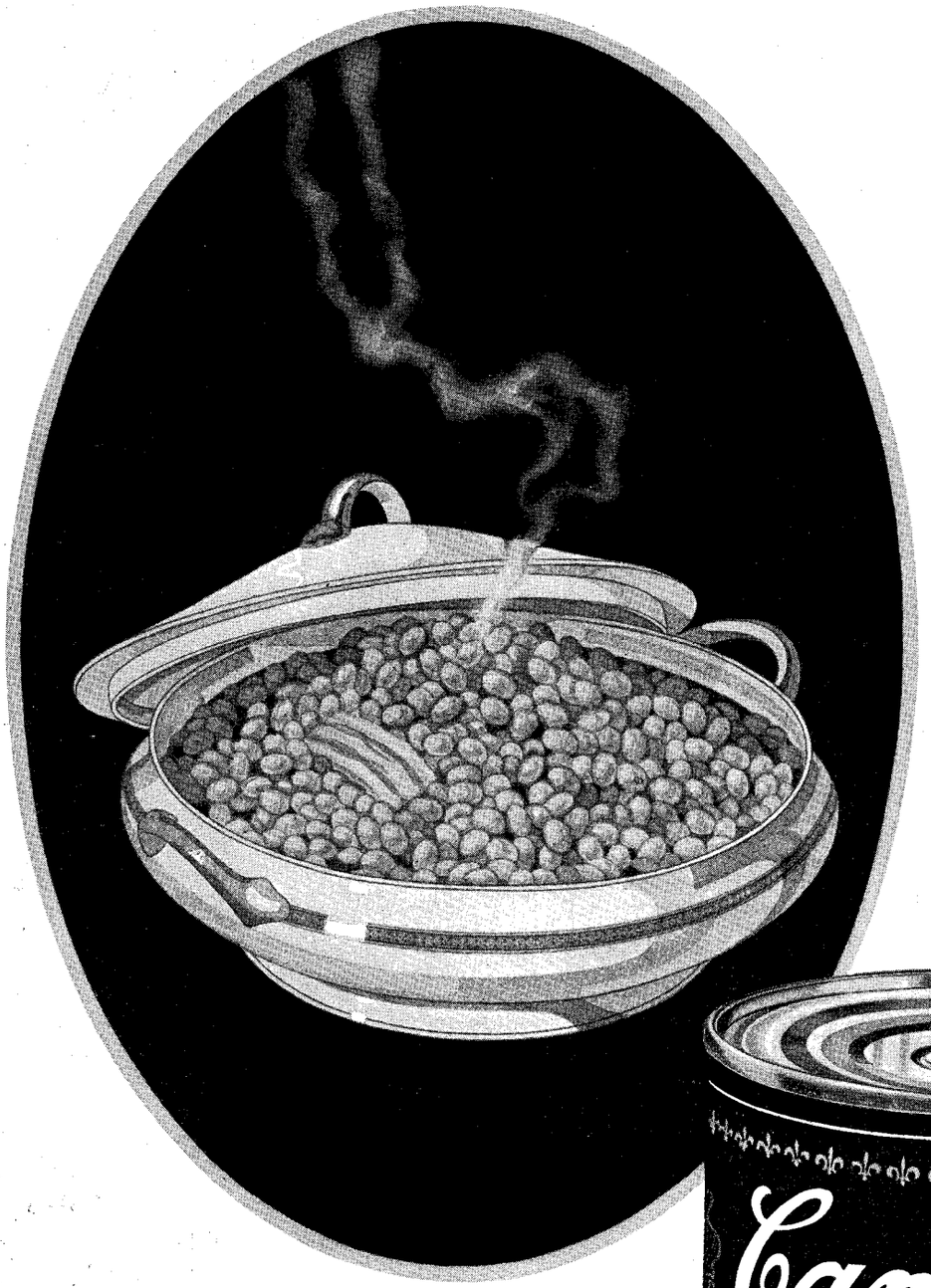

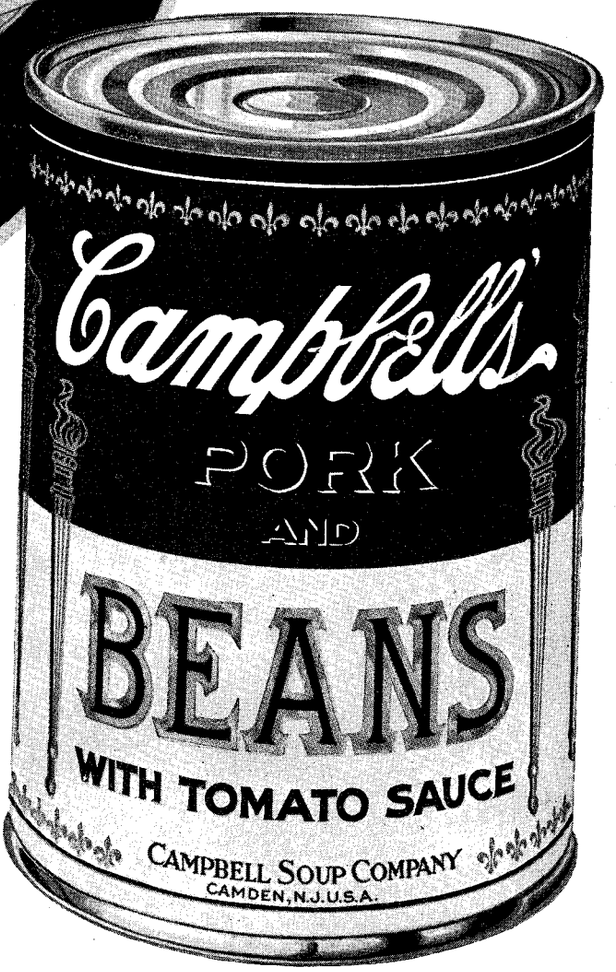

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There's a savor and an invitation in the very words! Cooked through and through until every bean is a challenge to your appetite—rich and delicious in flavor, tender, yielding and mellow!

This is why Campbell's have such a great reputation as the quality beans and the wholesome beans. People know it's worth while insisting on Campbell's Beans because they are so tempting in flavor, so nourishing and satisfying. And so digestible!

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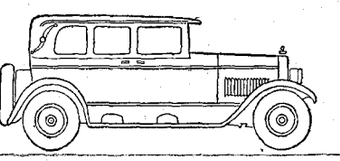


NASH

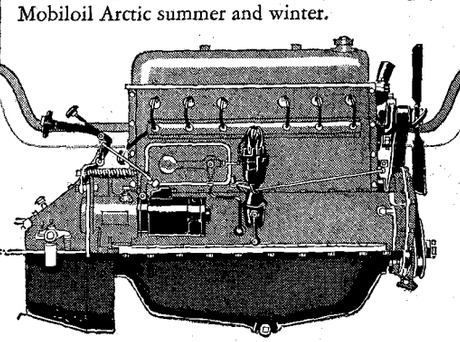
YOUR Nash has a compact L-head or valve-in-head, 6-cylinder, water-cooled, comparatively high compression engine. The light weight, close-fitting cast iron pistons are equipped with three or four piston-rings. The lower piston-rings are of special oil control design, which with drain holes in the lower ring grooves aid in removing surplus oil from the cylinder walls and prevent excessive carbon formation.

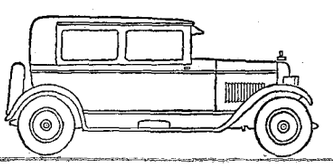
A gear oil pump in a force feed lubricating system supplies oil under pressure to camshaft, crankshaft and connecting-rod bearings. The oil pressure is controlled by a spring-regulated by-pass valve. The spray of oil from the revolving crankshaft lubricates the cylinder walls, pistons and piston-pins.

These special features of design and construction require a rich lubricating oil. Gargoyle Mobiloil "A" is recommended in summer. Such an oil can be used without danger of excessive oil consumption, carbon formation or the tendency for knocking.

To facilitate starting in winter and assure positive oil circulation and distribution, a more fluid oil is necessary. Gargoyle Mobiloil Arctic is recommended.

For all 1921 to 1924 Nash cars, use Gargoyle Mobiloil Arctic summer and winter.





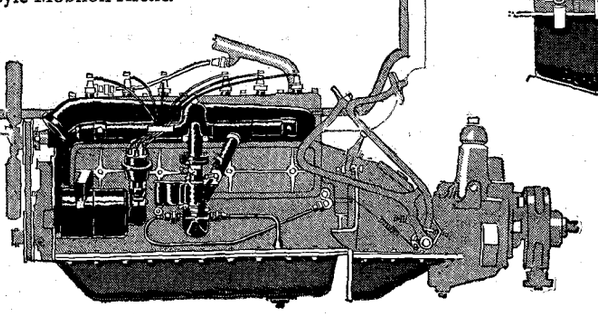
OVERLAND

YOUR Overland 93 is a new design six-cylinder, L-head type engine with pump circulating water cooling system. Aluminum alloy pistons are used, each having three piston-rings above the piston-pin.

A force feed lubricating system is used, a gear pump forcing oil under pressure to rear crankshaft bearing thence through the hollow crankshaft to crankshaft, connecting-rod and camshaft bearings. The spray of oil from the revolving crankshaft lubricates the cylinder walls, pistons, piston-pins and valve mechanism.

The Overland model 91 has a four-cylinder engine, the clutch, transmission gears and bearings, and forward universal joint receiving oil from the engine crankcase reservoir. Correct lubrication of the transmission gears requires as heavy a lubricating oil as can be used without excessive "dragging" of the clutch. Special oil control features in the piston aid in preventing excessive oil consumption or formation of carbon deposits.

Both of these engines function most efficiently with a rich lubricating oil; use Gargoyle Mobiloil "A" in summer. To facilitate starting in winter and assure positive circulation and distribution use Gargoyle Mobiloil Arctic.



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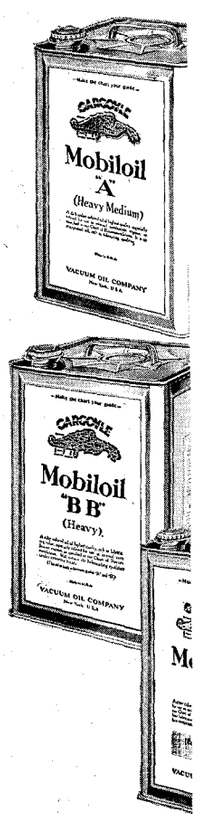

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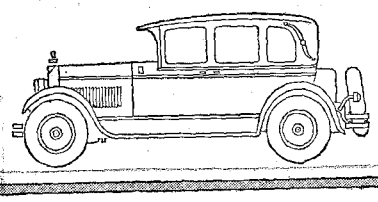


MARMON

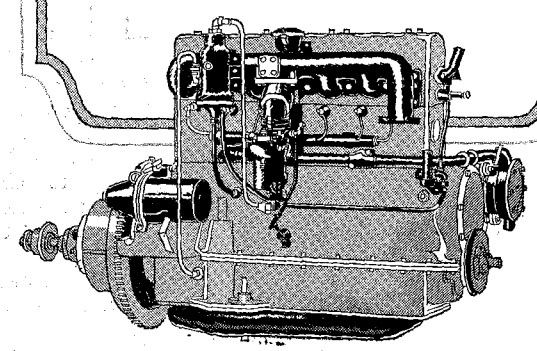
YOUR Marmon has a high-powered, medium speed, six-cylinder engine. Cylinders cast in blocks of three of special design assure uniform cooling.

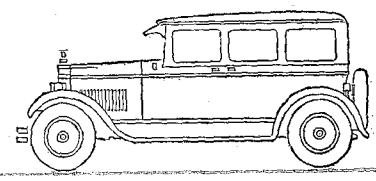
The piston consists of an aluminum alloy head carrying the piston-rings and piston-pins and a separate skirt of cast iron, resulting in light weight with high heat conductivity and excellent wearing qualities. Three piston-rings are used, the lower one of oil control design which, with drain holes in lower ring groove, prevent excess of oil reaching the combustion chambers.

A full force feed lubricating system is used, a gear pump forcing the oil under pressure to rear crankshaft bearing, thence through the hollow crankshaft to crankshaft, connecting-rod, camshaft and rocker-shaft bearings and piston-pins.

The 1926 Marmon is equipped with a special type oil rectifier, designed to remove as much as possible fuel which may contaminate the lubricating oil. The rectifier includes a filtering element which removes abrasive material and foreign substances.

To meet these features of design and construction on the Marmon engine, Gargoyle Mobiloil "A" is recommended for both summer and winter. For atmospheric temperatures below zero use Gargoyle Mobiloil Arctic.





WILLYS KNIGHT

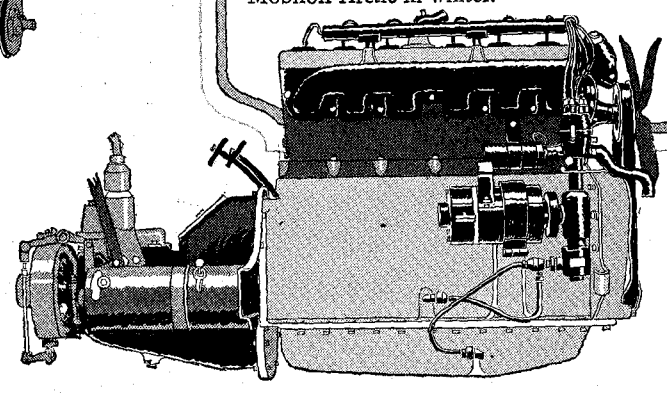
THE 1926 Willys Knight is made in two models, 66 and 70, of similar design. The new 70 engine is smaller, of standard sleeve valve design with large cooling capacity and comparatively high compression. Cooling water is circulated by pump and a thermostatic control aids in maintaining constant, efficient engine temperatures. The improvements in design permit unusual power and acceleration.

Force feed lubricating systems are used in both models. A gear pump, located above the oil level, forces oil under pressure to all crankshaft, connecting rod and eccentric shaft bearings, generator drive and timing chain sprockets. The spray of oil thrown from the revolving crankshaft lubricates the sleeve connecting-rods, cylinder and sleeve walls and piston-pins.

On Model 66 an oil purifying device is used, designed to remove as much as possible fuel which may contaminate the lubricating oil.

These features of design and construction require a rich lubricating oil. Gargoyle Mobiloil "A" is recommended for summer in all six-cylinder models. To insure distribution and circulation and facilitate starting in winter, a more fluid oil is necessary. Gargoyle Mobiloil Arctic is recommended.

For all four-cylinder Willys Knight engines use Gargoyle Mobiloil "B" in summer and Gargoyle Mobiloil Arctic in winter.



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PERSONAL · GLIMPSES

RUDDY DAN MOODY, THE TEXAS CRUSADER

"A DRAGON FIGHTER IN A BUSINESS SUIT," observed one admirer of the red-headed young Attorney-General who stands an excellent chance of being the next Governor of Texas—the youngest Governor of the largest State in the Union. The fact that he has to fight his recent battle all over again does not destroy the figure of speech, for dragons always had a disconcerting way of coming to life again after the hero had apparently finished his job; and the same is true of political systems. Hence we learn that the system denounced by the young crusader as "Fergusonism," rallying with "threats of court action to disqualify Moody on the ground of alleged irregularities in campaign contributions," is to make a final struggle for life in the run-off primary on August 28, the Democratic State Executive Committee having certified the names of Miriam A. Ferguson and Dan Moody to go on the ballot. Strangely enough "no mention was made in the committee proceedings of Mrs. Ferguson's promise to retire from the race or of her announced intention to resign from her office at the close of the special legislative session she has called for September 13." The petition under which the committee action was taken was denounced by Moody as a sinister political trick, and an Associated Press dispatch from Dallas quotes him as saying:

Photograph by Underwood & Underwood

HIS CAMPAIGN WAS THEIR HONEYMOON TRIP

Mrs. Dan Moody, who was Miss Mildred Paxton when this picture was taken, is the daughter of an Abilene (Texas) banker.

"I have engaged in a campaign before the people of Texas, trying to present myself as a clean young man before the people of my State. I tried to maintain the campaign on a high plane. I did so, and I owe no apology to any one or to my conscience. I entered it clean, and have ended it clean, and I am as far above this thing (waving the petition above his head) as the East is from the West."

We read that "while Moody spoke, James E. Ferguson, husband and chief political general of Governor Ferguson, sat directly in front of him. The two bitter political antagonists thus faced each other. Their eyes appeared to meet as Moody spoke. Ferguson sat motionless." Amid cheers, and shouts of "They're dying hard!" the red-headed crusader announced his intention of conducting a schoolhouse campaign from the Red River to the Rio Grande to stir up Texas for free government and democracy.

To find a parallel for his personality and career, a writer in the Kansas City *Star* harks back to a certain school of political novels of an earlier period—the period when the first Bob La Follette won his spurs—and thus fits Dan Moody in the hero rôle:

Here you have all the elements that used to go to make up a David Graham Phillips opus—the struggling young lawyer being elected county attorney and then district-attorney; fighting sinister "interests" (in this case the Ku Klux Klan, which had been running things with a high hand); being elected attorney-general, in which office he exposed various kinds of graft; and finally getting out and carrying on a whirlwind campaign and winning the nomination for Governor of his State. There is even the romantic element, for Dan Moody was married shortly after he announced himself a candidate for the Democratic nomination, and his campaign that covered almost every part of Texas was also his honeymoon.

Dan Moody was the struggling young lawyer that fiction writers love to write about, trying to get a footing in the legal profession in his home town of Taylor. Today, at thirty-three, he is the idol of Texas democracy, as the huge vote for him shows.

What sort of a man is this Dan Moody, who seems destined to go far in politics if he so chooses? To find this out a staff correspondent of *The Star* journeyed down here to Austin to see him; and after talking with him, one can easily understand how he won the nomination despite his youth.

A tall, rather thin, boyish-looking man greeted the correspondent pleasantly. His hair, with just a tinge of red in it, is inclined to curl. He has a healthful, ruddy complexion, and a soft drawl that is pleasant to hear. He is even younger looking than the stories of him had led the correspondent to believe. But once he begins talking, there is an earnestness and sincerity about him that inspires confidence and makes you forget that he is really little more than a "kid."

A visitor at the State capitol yesterday was wandering through the corridors of the first floor when a tall, rangy young man, with a straw hat on the back of his head and a coat hanging over his back, strode through with a quick, energetic step.

"Hello, Dan," a newspaper man called out.

There was a smile from the rangy young man, a friendly wave of the hand.

"Hello, Dan," came from others standing about the rotunda, and for all there was the same cordial wave of the hand.

As the correspondent talked to him last night in a room in the Stephen F. Austin Hotel, he sat with his long legs stretched out toward another chair and smoked a cigar. In the campaign Ferguson accused him of smoking high-priced cigarets, but newspaper correspondents who were with him swear that all the cigarets he smoked he "bummed" from them. He smokes cigars most of the time, but when he was restless he would borrow a cigaret from a friend. The newspaper men "kidded" him good-naturedly about his cigaret bumming, and he always told them that he was going to buy them a package some day.

"But, I didn't buy them a single one," he said, laughing, last night, as he borrowed a cigaret from your correspondent. He seemed to think the joke was on the newspaper men rather than

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OLDSMOBILE SIX

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on him. He sat and told modestly of what he had done since he returned from the war, but he had to be urged constantly to tell of various incidents.

"Listen," he would say earnestly from time to time. "The people aren't interested in Dan Moody. What they are interested in is the situation created in this State by a man who is responsible to nobody, having all the powers of governor. You've got a great chance to give the people up North the right angle on affairs here. They don't care about me.

He glanced suddenly at his watch, jumped to his feet and left the room.

"See you later," he cried, as he walked rapidly down the corridor.

In a few minutes he returned, a somewhat sheepish expression on his face.

"Do you know," he said ruefully, "while I was here talking to you I made my wife miss her train. If you don't mind I'd like to have another one of your cigarets."

Here the writer reminds us of the timely matrimonial venture which added to the picturesqueness of the Moody campaign:

Before he had fully decided to run for governor, Moody conducted another kind of campaign which required frequent trips to Abilene. On these visits he told friends he did some "tall talking," which apparently was as persuasive as any of his campaign speeches. His wife was graduated from the University of Texas and later attended the school of journalism at Columbia University.

After his wife had irrevocably lost the train to Abilene, Moody resumed his seat, cocked his chair back, and told just how he happened to get into the race for governor—because he wanted to oust "Fergusonism." He talked earnestly and quietly, making few gestures, but emphasizing his points by twisting about in his chair and tapping the palm of his hand with a finger of his other hand.

Let's go back a little and see just how Dan Moody reached the point where he stands to-day—just how "he got that way." He was born in Taylor, Williamson County, not far from the State capital. His father came to Texas from Macon County, Missouri, and was prominent in the early history of Williamson County.

Dan was not born with a silver spoon in his mouth, and early in his youth had to work his own way. He attended the public schools in Taylor, and early became deeply interested in the science of government. When he was fifteen-years old, his father died and he was left practically to his own resources. He got a job with a gang setting poles and stringing wires, and later became an electrician himself and a member of the Electrical Workers' Union. With money he had managed to save, he entered the University of Texas in 1910. Four years later he was admitted to the bar, and, as the old political novel used to say, "hung out his shingle" in his old-home town.

When the United States entered the World War, Moody volunteered for duty in the air service, but was rejected. His mother being an invalid and confined to her bed, he was put on the deferred list; but notwithstanding this he enlisted in the Texas National Guard and was made second lieutenant in a Taylor company. Later resigning from the National Guard, he got the deferred service listment removed and volunteered as a private and was sent to Little Rock, Arkansas. He was in a training camp there at the close of the war.

Returning to Taylor, he again took up the practise of law and had about the success of the average young lawyer in a small town. After he had struggled along for about a year, the county attorney announced he was quitting, and young Dan Moody decided to run for the office. He was elected without opposition. And not long after that he was appointed and then elected district attorney of the Williamson and Travis County District.

In the forty years that this district had been in existence there had been six district attorneys, and of this number one had been Dan Moody's uncle and another his cousin. His uncle was the first and Dan was the last, for there was a realinement in 1924 and a new district created. So it seemed to be in the family to go in for the job of district attorney.

And it was while he had this job that things really began to pop for Dan Moody. He bucked the powerful Ku Klux Klan, and when the smoke cleared away the kluxers were running to the tall timbers. This is how it came about: A man named R. W. Burleson, a traveling salesman, was suspected by the members of the Ku Klux Klan of being something of a Don Juan, so they took it upon themselves to protect the morals of the community and warned him to stay out of the county. But Burleson refused to be intimidated by their warnings, so the kluxers took him out into the country and flogged him almost to death. Then they dragged him into Taylor and tied him to a post on the lawn of the courthouse after pouring creosote on his wounds.

International Newsreel photograph

THE POWER BEHIND THE THRONE

"Jim" Ferguson, former Governor of Texas and husband of Governor "Ma" Ferguson, whose critics reproach her with being a mere figurehead for her husband.

It happened that the Klan was in the saddle at that time and was riding high and wide. It had elected a United States Senator; the legislature was virtually under its domination; sheriffs, constables, police all over the State, and even judges were charged with having taken the oath of the masked organization. There had been a series of floggings in various counties, but nothing had been done about it. And the invisible empire seemed to be firmly entrenched in the judicial district of which Moody was the attorney.

But that did not frighten the red-haired young attorney. A crime had been committed; as district attorney it was his duty to prosecute, and so he set about doing it. And within a few days the Klan, which had believed itself immune, was in a panic and on the run. Moody received many threatening letters, but he tossed them aside and kept on the trail. A grand jury was impaneled, and the men who had taken part in the assault on Burleson, who was proved innocent of any wrongdoing, went to prison. Five of them were packed off to the penitentiary for that little flogging party, the first to be prosecuted and sent to prison for participating in a Klan flogging.

That really was the beginning of the end of the sway of the Klan in the Lone Star State. Dan Moody had chased them so far that they could not find their way back.

Such, we are told, "was the first brilliant feather in the cap of young Moody," and we read on:

Some time after that there was a street battle in Sealy. The Klan question was involved. Four men had been killed in the fight. The case came to Moody's district on a change of venue, and three men were sent to prison charged with murder.

After these two episodes the name of Dan Moody was on almost every one's lips. Overnight, almost, he became a figure of State-wide proportions. A State election was in the offing, and friends of the young district attorney suggested that he make the race for attorney-general. He decided he would, and he got into it with both feet. From end to end of the State he campaigned, and in unmerciful fashion he flogged and lasht the Klan and all that it stood for.

In the first primary, Moody was opposed by three men, and he polled a vote of 315,000 against their combined 320,000. He was beginning to show an uncanny ability to pile up votes. In the run-off, he was nominated by one of the biggest majorities ever given a candidate in Texas, and a few weeks later, in the general election, he ran some one hundred thousand ahead of Mrs. Ferguson, the gubernatorial nominee.

It was believed at first by many that the youthful red-haired district attorney was a Ferguson adherent and that "Jim" would make him dance to whatever tune he played. But it was not long until those who had this notion found out they were very much mistaken.

In the recent tumultuous and acrimonious campaign, Ferguson asserted that the acts of the attorney-general were performed with one eye on the gubernatorial nomination, but the friends of Dan Moody declared stoutly that he was merely doing his duty as he saw it. And he himself assured the correspondent that what he did he did in the line of duty and not with any thought of political fame or advancement.

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Merely building several cars is one thing. Building four lines of cars under one name and one management in one unified group of plants on a rigid system of quality standardization is a totally different thing.

Quantity production has long been standardized—quality standardization has been accomplished for the first time in motor car manufacturing by Walter P. Chrysler.

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They mean a common basis of quality for all four lines of cars—a rigid system of close measurement and fine manufacturing applied alike to each and every one of the four lines—a common source of engineering skill—a division of overhead and operating costs into four parts—a combination of buying resources—a magnificent system of special machines and special processes devised to insure invariable accuracy in the manufacture of all four lines of cars—a positive protective process of guaranteeing the owner exactly the same basic quality no matter what price he pays or which Chrysler car he buys.

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"THE LAST ROMANTIC RINGMAN"

HOPPING TO AFRICA TO FIND LIVINGSTONE was a stimulating newspaper assignment, but one wonders whether Stanley got as many thrills out of it as the irrepressible Robert H. Davis derived from his assignment to hop to Nevada as bear-leader to the mighty Bob Fitzsimmons on the occasion of his memorable fight with Jim Corbett. As in the case of Stanley, the assignment itself comes down in history as at least equal in dramatic interest to the achievement resulting from it. Indeed, that Stanley succeeded in finding Livingstone may be a trifle less conspicuous in the general memory than the fact that James Gordon Bennett ordered him in an offhand way to go to Africa for that purpose. Evidently recognizing that capricious bent of the human mind, Mr. Davis, in turning historian, "plays up" the assignment on his front page. On February 15, 1897, about eleven o'clock in the morning, he tells us, Mr. C. M. Palmer, business manager of the New York *Journal* (now *The American*) accosted him as he was stepping from the office elevator. "Bob" Davis was then a rotund but extraordinarily energetic youth, consumed with the joy of life and ready for any lawful activity at the drop of the hat. The son of an episcopal clergyman in Carson, Nevada, he had followed William R. Hearst from the West and made a sizable splash as a reporter on his New York paper.

Photograph from the Albert Davis Collection

VICTOR AND VANQUISHED FRIENDS AT LAST

After many years "Lanky Bob" and "Gentleman Jim" met at a charity exhibition, where Fitz was billed to box Kid McCoy, with Corbett as referee. "The Kid" withdrew, however, and Corbett, "doffing his silk hat," boxed a friendly bout with his conqueror. Tony Pastor, wearing a straw hat, stands behind Fitz.

"Been looking for you," said the business manager.

"At your service."

"You are from Carson?"

"Yes; I left there when I was eighteen. I went to 'Frisco to improve Pacific Coast journalism."

"Yes, I remember that, too," replied Palmer, who was also a San Franciscan; "but that is another story. Bob Fitzsimmons is on his way to Carson with his manager, Martin Julian, and trainers to open headquarters. This afternoon he will reach Chicago and leave there some time to-morrow morning. He is traveling by easy stages. You can get a fast train out of New York between two and three and catch him at Denver.

"Mr. Hearst wants to tie him up for thirty days prior to the fight and twenty-four hours after. We will pay him ten thousand dollars if he will put himself exclusively in the hands of the Hearst newspapers; five thousand cash upon signing the agreement, and five thousand the day following the fight. You've got three and a half hours to pack your grip. I will have the contracts, transportation, and cash ready for you within an hour."

Continuing the narrative in his memorial volume, "Ruby Robert" (George H. Doran Company), Mr. Davis tells us:

> I hastened to my apartment, tossed some clothing into a suitcase, and took the necessary steps for a hasty departure from New York for the West. As I was leaving my abode, I noticed an old blue sweater hanging on the hatrack. True to form and as a concession to my sporting blood, I jammed it into the grip. So much for atmosphere.
>
> I returned to the office and received the five thousand in fifty crisp one-hundred-dollar greenbacks and a certificate of deposit for five thousand on the Bullion and Exchange Bank of the City of Carson, Nevada. As I was leaving the office, Mr. Hearst himself strolled in, and in his soft, deliberate voice added the final instructions:
>
> "We are paying Fitzsimmons for his silence. He can not speak to any one, write to any one, pose for photographs, or carry on any intercourse whatever except through you or in your presence. We want the total output from the Fitzsimmons camp, and if at any time this agreement is broken you are to withhold the five thousand that is otherwise due on the day after the fight.
>
> "And another thing, if between here and Denver your pockets are picked of this five thousand dollars cash, that is your affair. File two stories a day, one for the morning and one for the afternoon paper. A staff of photographers from the San Francisco *Examiner* will meet you at Carson. Bill Naughton and Robert Edgren will cover Corbett from the West."
>
> I caught the flyer for Chicago early in the afternoon on the trail of Ruby Robert. From every angle the whole transaction was something of an experiment. To begin with, I had never seen a prize fight, and with the exception of a glimpse or two of John L. Sullivan, who toured the country ten years before, I had never even seen a prize fighter. It occurred to me that the mere fact that I had been a boyhood resident of Carson, Nevada, was small justification for handing me a job, about which I knew nothing and of which I had had no previous experience.

In Chicago Mr. Davis bought a copy of *The Police Gazette Sporting Annual* "containing statistics and best performances in pugilism, athletics, swimming, rowing, baseball, trotting, and racing." He became "saturated with all the important dates in pugilistica, and could babble more or less entertainingly and with accuracy on any sport that carried a diamond belt or cup for trophy." In fact:

> In the language of Chuck Connors I was "dere wit the inside dope."
>
> On the afternoon of the 18th, a few hours on the heels of Fitzsimmons and his retinue, I rolled into Denver, hopped a hack, and followed the mob to the Brown Palace Hotel, where the antipodean was registered. The town was agog with excitement. The mayor, the common council, the volunteer firemen, the Sons of Veterans, etc., were all battling with each other to give the visitor a proper Western reception. All attempts to catch up with this particular party resulted in delay.
>
> I pursued Fitz through every barroom in Denver and finally confronted him on the steps of the Brown Palace Hotel. Hurriedly I explained my mission. Martin Julian was rather skeptical about any transaction that involved payment in two parts.
>
> "When do we get the five thousand?" he asked.
>
> "When you sign this agreement," which I read hastily, while the mob milled about us.
>
> "Have you got the five with you?"
>
> "In the mitt," I replied. "Fifty one-hundred case notes."
>
> "Maybe this boy's got something we need," opined Mr. Julian. "Come upstairs."
>
> At that moment a gentleman named Shoemaker rushed madly down the hall and announced that the train left in ten minutes and that if we had any further business we had better transact it in the car. We made a wild rush for the depot and grabbed the Leadville Cannonball.
>
> "Now, Mr. Davis," continued Mr. Julian, after getting his breath, "let's see the color of that coin."
>
> I exposed the roll with certain dramatic gestures, peeling off the sweet, new, hundred-dollar layers with a moist finger.
>
> "Do I understand that I don't talk to anybody but you?" asked Fitz, with one eye on the coin and the other on the contract.
>
> "That's the idea."
>
> "And I can't see nobody but you?"

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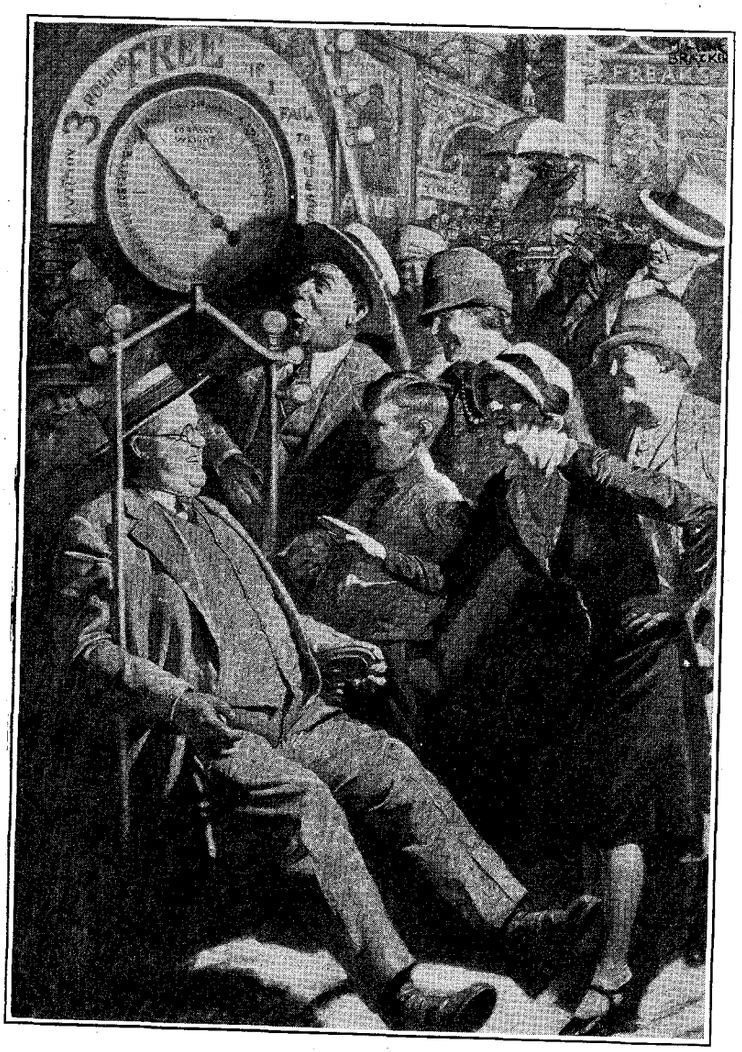
You Should Weigh—



"STEP right up! Let me guess your weight!" the barker shouts and up steps the laughing, jostling crowd eager for fun. And it seems funny—but in reality the scales are engaged in a serious business. They say to the fat, "Beware—you are in danger!" And to the thin, "Take heed—trouble ahead!"

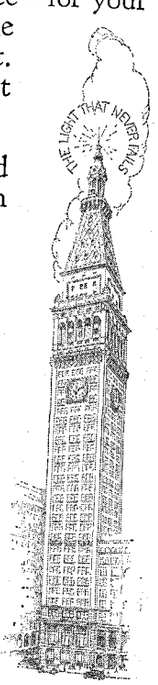
IT is estimated that one-eighth of the people of the United States are overweight to such an extent that their health is menaced. On the other hand, in their efforts to be slim, thousands of girls and young women are definitely undermining their health.

Up to the age of 30 it is well to weigh five or ten pounds more than the average for your age and height. The reason is this: Extra weight in youth is needed to fortify the body against tuberculosis and other infections to which young persons are particularly subject. But from 30 on, it is best to weigh less than the average, particularly as age advances. When food for growth is no longer needed, a smaller amount will replace the body tissues worn out in the everyday business of living. If more is eaten it is apt to be stored away as fat.

Excess weight over 30 may be a predisposing cause of heart disease, diabetes, gout, kidney trouble, high blood pressure, hardening of the arteries and apoplexy. It may mean lowered resistance to surgical operations and to the acute diseases, such as pneumonia and typhoid fever.

Find out the ideal weight for your height and age. If you are too thin or too fat, build up your body or reduce—for your health's sake. But get the advice of your physician first. Do not take dangerous "fat reducers" or "fatteners".

Begin now to work toward your proper weight—and when you reach it, keep it.



Persons past their youth who weigh 20% more than the average have a one-third greater death rate than the average. Those who are 40% overweight have a 50% greater death rate than the average.

The Metropolitan Life Insurance Company recognizes overweight as so serious an impairment among its policyholders that it has issued a booklet which contains much valuable information for those who wish to avoid dangerous overweight.

This booklet tells how a certain group of our own Metropolitan employees were brought back to normal weight by simple diet and exercise. In several cases as much as 50 pounds were eliminated—safely and comfortably.

In this booklet will be found a weight table prepared according to the latest study on the subject, as well as a complete program of diet and exercises that will help you to reduce your weight if you are organically sound.

A copy of "Overweight—Its Cause and Treatment" will be mailed free to anyone who asks for it.

HALEY FISKE, *President.*

Published by

METROPOLITAN LIFE INSURANCE COMPANY—NEW YORK

Biggest in the World, More Assets, More Policyholders, More Insurance in force, More new Insurance each year

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"Exactly."

"'Ow about the other newspapers?"

"We'll take care of them. They'll get everything we get."

Mr. Davis did not explain to Fitz that they would have to pay for it. "Why annoy him with details?" However—

"Another thing," I added, counting the sheaf of bills casually, "thirty-one hundred, thirty-two hundred, thirty-three hundred—

International Newsreel photograph

AT CARSON CITY

When Corbett clinched, it was Fitzsimmons's cue to smile, despite the fact that his lip had been split in the preceding round—the sixth. In fact, we are told that Ruby Robert "laughed frequently during the numerous clinches," and this is verified by the picture.

I will stand between you and the mob, be a sort of private secretary to you—thirty-five hundred, thirty-six hundred. No matter who calls to chat, just refer them to me—thirty-seven hundred, eight, nine, four thousand. Really I could save you a lot of trouble, Fitz."

Mr. Julian, always a first-class business man, took matters into his hands at this juncture.

"Well, I guess there's something in that, and we may go through with it."

I resumed my counting.

"Forty-one hundred, forty-two hundred—"

"Give it to me," said Mr. Julian. "I'll count it myself."

He closed in on the wad with lightning-like rapidity and performed his mathematics.

"Five thousand flat."

I handed him a fountain pen. He signed the agreement for Bob Fitzsimmons as manager, and as a guarantee of good faith Bob O. K.'d the document in his own flowing hand.

While the train was toiling up that long and terrifying grade between Denver and Leadville I was presented to the noble retinue: Ernest Roeber, the wrestler, whose fortune it was to teach the wily Robert some of the fundamentals of wrestling and the tactics of roughhouse; Dan Hickey, who still survives and is now managing "Bustum" Paul Berlenbach, boxing professor emeritus and a skilful tutor if ever there was one; Mr. Jack Stelzner, a sturdy youngster who could take a wallop on either jaw and not lose his high esteem for the donor, and who had the disposition of the end-man in a minstrel troupe—he laughed upon the slightest provocation and looked on a smash in the ribs or a poke on the chin as equal to any of Joe Miller's best output (he is now a police sergeant in San Francisco); and Mr. James Shoemaker, touring factotum, who was familiar with every known trick designed to defeat baggage busters, railroad men, conductors, and the vested interests met with in traveling.

I filed a long story at Leadville announcing that the New York *Journal* office cat had swallowed the Australian canary. From that moment I became Bob Fitzsimmons's private secretary and relieved him of the necessity of further contact with the mob. To all intents and purposes he became deaf and dumb in the presence of all others save myself, and qualified in every way as the Disciple of the Sealed Lips.

The news of Fitzsimmons's capture was something of a shock to several hundred loathsome contemporaries. At Glenwood Springs next morning the telegraph wires began to burn with queries from all over the United States. These telegrams were turned over to me. I do not recall having ever seen a finer collection of suggested reprisal.

Mr. Julian, who was not without a certain esteem for free advertising, became inoculated with the virus of doubt as to the wisdom of our contract. Fitzsimmons was perfectly willing to stand pat, but his manager wanted to talk it over. The three of us withdrew to a star chamber and plunged into a trialog. It was a long-winded and fierce argument, sans diplomacy. Julian stated his position in one speech:

"You people have paid five thousand dollars and tied Fitz up so no other newspaper men can speak to him. That don't make friends for us; nothing but enemies. And the other five thou' don't come through until after the fight. Suppose some smart Alec reporter comes in and pulls a fake interview. Where do we get off? I'll tell you: we get burned for five thousand bucks and you guys cop a lot of exclusive news."

The fly in the ointment seemed to be the undelivered five. Obviously the situation called for something radical. I pointed out that we were three honorable gentlemen with unbounded confidence each in the others, and that not elsewhere in the sporting world could our peers be found.

"As regards the remaining five thousand, Mr. Julian, watch me."

I drew from my pocket the certificate of deposit which called for five thousand dollars on the Bullion and Exchange Bank, and wrote with a bold hand, "Pay to the order of Martin Julian for Robert Fitzsimmons," and added my name to perfect the indorsement. The smashing of my instructions was complete.

"That's good enough for me!" exclaimed Martin, folding the document up and placing it tenderly in a tight wallet. He cared nothing for the cost. It was the principle of the thing. We shook hands with unfeigned cordiality.

Here the author takes occasion to say that that contract was never broken, in thought, word, or deed. Fitzsimmons and his entire training camp carried out its provisions to the letter, altho—

Every conceivable pressure was brought to bear by other correspondents to get under the skin of Fitzsimmons and his trainers and behind the scenes in his quarters. Moreover, the newspapermen of the United States, with one exception, the details of which I shall record later, accepted the situation gracefully and got their news either from the *Journal* syndicate or through their own dexterity, plus imagination.

Late that afternoon Julian left for Carson to open Bob's training quarters at the Cook ranch, two miles east of the arena, which was then under construction. That night Bob and I shared the same room. It was there that I received my baptism of pugilistic fire.

The training gentry from adjoining apartments came in for a good-night conference. I was the only person in the room wearing a white shirt and a stiff collar. We had a light luncheon, swore the little company to secrecy and silence, and prepared to retire. I had unpacked my grip, disclosing the meager wardrobe, including the blue sweater, of a traveler in swift transit.

"Look 'ere, Dan!" piped Fitz, in that high contralto voice that gave his utterance individuality. "My secretary's got training duds. Let 'im wear 'em."

With that Ruby Robert shot his massive, freckled right hand at my Adam's apple, inserted two fingers in the collar band of my white shirt, and tore it out by the roots. Never was a completer disrobing scene framed in this country. The stickpin and

Photograph from the Albert Davis collection

"LANKY BOB'S" MANAGER AND HIS WIFE

Martin and Rose Julian, acrobatic brother and sister. Rose became the freckled fighter's second wife and the mother of Robert Fitzsimmons, Jr.—regarded by his father as "the fastest and shiftiest boxer of his time"—and two other children both non-pugilistic.

collar buttons splashed all over the room. Had the necktie not been rent asunder it would have decapitated me. That was the only vandal act the great antipodean ever offered his private secretary.

Dan Hickey was sufficient of an aristocrat to realize that international complications were about to ensue.

"Pay no attention to him. He's only kidding you."

Ernest Roeber blushed clear to the armpits and Jack Stelzner

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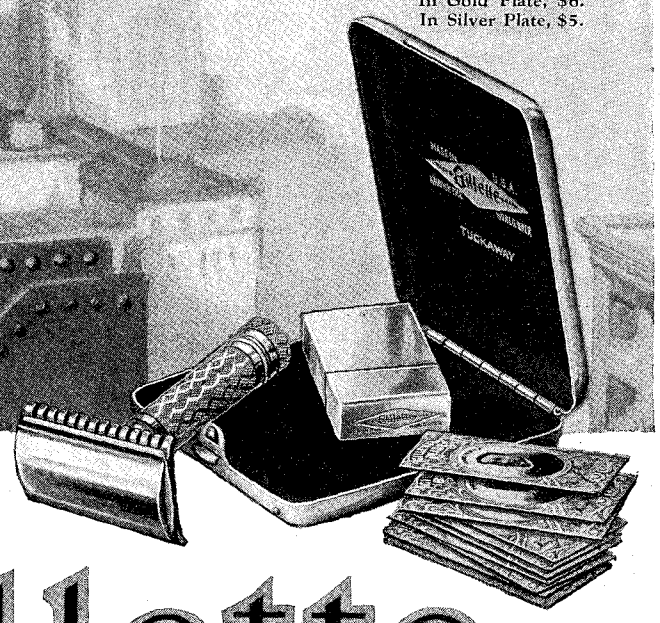

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175	6.00	9.00
20	7.00	10.00

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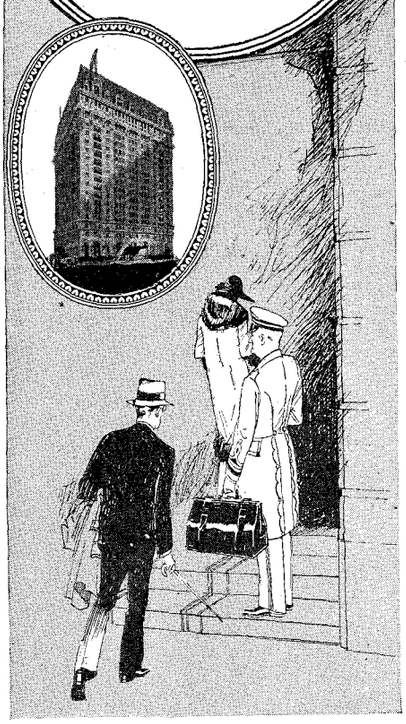

PERSONAL GLIMPSES
Continued

left the room on the arm of Mr. Jim Shoemaker. For this I had paid ten thousand dollars in cash in the last twenty-four hours. Well, as somebody said in Latin, "Let the buyer beware." Part of my vest had come away with the shirt and one loop of my suspenders hung helplessly. It was a tense moment. Fitz picked up my cheap blue sweater and stood there smiling, as tho he had accomplished a new dress reform. There wasn't anything in his eyes except good humor.

"Put it on," he said.

"When in Rome . . ." I extended my hand, concealing under a thin veneer of agreeability a burning desire to bust him with a chair.

"You said it," I replied; "but not that blue rag. Give me a sweater that belongs to the next champion of the world."

The tension was broken and with a deft gesture Bob peeled off the white sweater that adorned his own body and knighted me with its possession. From that day until he died there was between us an unbroken friendship that is indeed agreeable to look back upon.

FITZ'S BEAR-LEADER

By posing as the prizefighter's "secretary", Robert H. Davis fulfilled his mission and astonished his reverend father, the Carson clergyman.

In about three days we got out of the Rocky Mountains into Utah and thence to Reno, Nevada. The reception along the highway was a riot. Yokels not infrequently mistook me in my new white sweater for some athletic mastodon endowed with special qualities that would sooner or later be imparted to Fitzsimmons.

Hickey, Roeber, and Stelzner accepted me as an equal and gave me their confidence, as is the custom when the truly great are touring the land in day coaches.

Fitzsimmons was beset constantly by a mob of admirers. Any question asked him produced the invariable reply: "Tike it up with my secretary."

In Winnemucca, Nevada, a cow-puncher climbed aboard the train and announced that he would be at the ringside if he had to walk.

"Well, if you get there broke," said Fitzsimmons, "there will be a seat for you. Mr. Davis, take this note:

"DAN STEWART,
"Carson, Nevada,
"Ringside, March 17.
"DEAR DAN: If this gentleman is broke when he gets to Carson, please admit him and charge it up to me.

"ROBERT FITZSIMMONS.

"Who the hell is Stewart?" asked the cow-puncher, accepting the pass and tucking it into the hatband of his Stetson. "Where can I find him?"

"You needn't worry about that," said Bob. "If you can't find him there ain't going to be no fight."

On the morning of February 20 we rolled into Carson on the Virginia and Truckee Railroad and received an ovation. Many and weird were the comments which were directed at Fitzsimmons and myself. The natives of the Nevada capital had not seen me for twelve years. My reappearance in the white sweater, leaning heavily on the arm of one of the world's greatest personalities, resulted in a variety of comments which, in the modern terminology, could be summed up in the single all-sweeping sentence:

"What do you know about that?"

My father, in the garb of a clergyman, greeted me affectionately. I presented Fitzsimmons.

"Parson, I'm glad to meet you. Are you coming to the fight? My secretary here will see that you get a good seat."

My father, who had been living under the impression that I was probably one of the greatest living journalists, paled at the word "secretary" and flung me an inquiring look. I dropt one eyelid, depending on his sense of humor, which he did not lack, to clarify the atmosphere. He saw the light.

The group was broken up by a mob of milling correspondents who rushed in for copy. Fitzsimmons braced himself, scanned the mob, and exclaimed:

"I can't talk for publication."

"Can't you tell us how you feel?"

"Not a word."

A battery of cameras began to click.

"How much do you weigh?"

"I refer you to my secretary."

How this embargo was maintained against bitter protests until the newspapers of the country "accepted the situation and took the Hearst service in full" is duly recorded, and then Mr. Davis tells us of a visit to the training camp by his reverend sire, who was made the guest of honor at dinner. On that unique occasion:

The incongruity of the clerical collar in a group of heavily sweatered roughnecks was impressive, but the freemasonry of the hour leavened the affair.

My father, being an inquisitive man, asked a direct question:

"Why did you take up pugilism as a profession?"

Fitzsimmons cleared a place for his elbows among the empty plates.

"I was born in Cornwall, but when a bit of a kid my folks moved to Timaru, New Zealand, where my father ran a blacksmith shop. My mother believed heverything in the Bible, and the old man was worse than mother was about religion. Well, that meant that I 'ad to go to Sunday School. Once a week I 'ad to learn one of these 'ere now collects. You know what I mean, Parson.

"Well, it was pie for me to learn one of them things in ten minutes. Then she would mike me recite it. After a while

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I knew more collects than any boy in the Sunday school, and the rest of the service, too. Hymns, psalms; and, if I do say it myself, I was pretty good; but a blacksmith gets tired of making horseshoes hall week and then going to church twice hevery Sunday.

"Well, one day the preacher—I think 'is name was Pritchard—put a notice up in the Sunday school sayin' that the boy who could recite the most collects would get a prayer-book with gold clasps onto it. Well, that sounded something like it to me, and then we 'ad the contest. It was between the preacher's son and me. He knew I 'ad 'im groggy, because my memory was the best. Parson, you never saw anybody who could learn a collect as quick as I could.

"Well, as I was saying, we 'ave the showdown. Just like a spelling-bee. 'E shot one and I shot one. Listen, you never saw a guy stub 'is toe like that kid. 'Is father seen 'e was up against it and the contest was stopt.

"Wot do you suppose 'appened? The preacher gives the prize to 'is own boy; and wot do you suppose I done: 'ides behind a bush, and when 'e came out with the prayer-book in 'is 'and I bashed 'im in the mush. 'E weighed ten stone if 'e weighed a pound, and I was about nine stone, but wot I done to 'im was plenty.

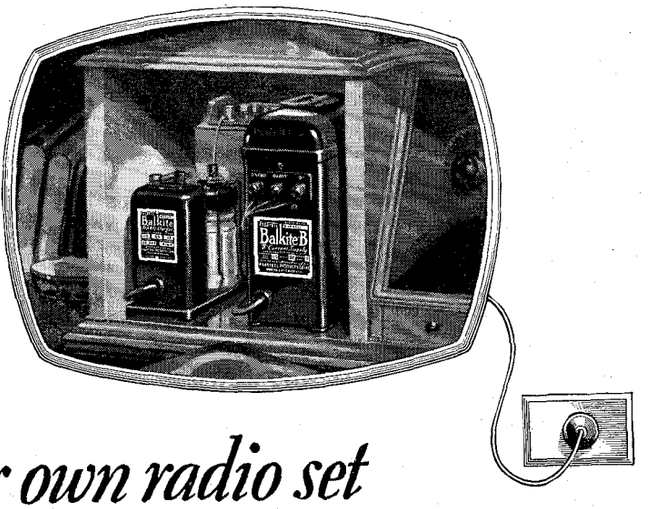
"Now, you can believe it or not, Parson, but I tikes 'is measure, swings an uppercut and belts 'im on the chin for the count. 'E went cockeyed, lets a kind of a moan out, and 'its the floor. I can see 'im lying there yet, but he couldn't see me, because I picked up the prayer-book and ran 'ome 'ellbent with the trophy. It was right there that I discovered what a sock I 'ad, and that, Parson, is 'ow I became a prize-fighter."

The Reverend George R. Davis, who was toying with some breadcrums, looked at the Private Secretary askance, took out his watch, commented on the approach of evening, and decided that perhaps he had better be getting back to the city. Fitzsimmons followed him to the door with his arm around his shoulder, advising the Episcopalian divine that it was just as bad to "gyp" a Sunday-school boy out of a prayer-book as it was to rob a bank.

Of the great fight itself, whereby "Ruby Robert," the freckled middleweight, became the heavyweight champion of the world; of the exciting events leading up to it, and of Fitzsimmons's subsequent career, Mr. Davis writes with unabated zest. Mr. W. O. McGeehan, in an introduction to the book, estimates it as "about the only important literature concerning the prize-ring." He calls Fitzsimmons "the quaintest gladiator of them all" and "the last romantic ringman," with whose passing "the squared circle became cluttered up with business men"; and he remarks:

Robert H. Davis, the conscientious reporter, at the Battle of the Carson Valley squatted in the corner of Fitzsimmons all during the fight. Between the rounds he questioned him and before the historic fourteenth he had the declaration of Fitzsimmons that the knock-out was coming.

It was a great combination, a sincere prize-fighter and a sincere and thorough reporter. The prize-ring in its entirety and journalism in part has changed considerably since that time and not for better.



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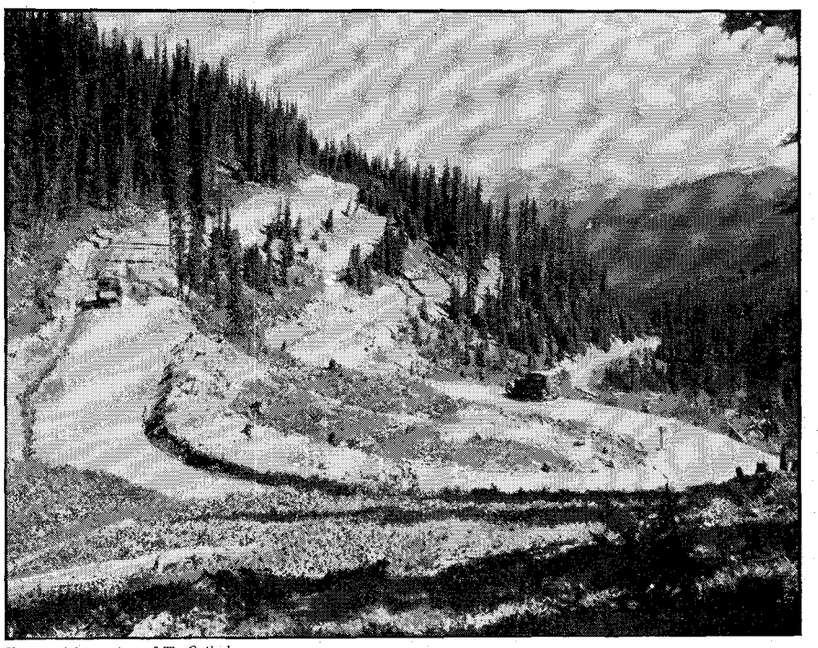
MOTORING ▾ AND ▾ AVIATION

THE GOOD OLD LAWS OF THE MOUNTAIN TRAILS

THEY survive in the code of the motorist to-day, just as they were formulated by the pioneer emigrants of the covered wagon, and the subsequent freighters with their long, winding ox-trains. But the motorist has new, technical problems of his own which complicate his efforts to obey the primitive traffic rules of the mountains. When those rules came into being, we are reminded by a writer in *The Outlook*, "the roads were trails on which two could not pass except at intervals where there would be cutouts or waiting places cut from the rock." Hence the necessity for a rigid rote of custom to obviate the embarrassment of meetings elsewhere, and to govern mutual procedure in different emergencies. And altho the coming of the automobile has brought about such feats of road-building that to-day "in most parts two or even three cars can pass," says the writer—Charles B. Roth—"we still obey those laws of the trail." And he adds, "To the mountain traveler they are sacred; never will he, to his knowledge, violate them." But many motorists try their hands—and cars—at mountain-touring without a proper familiarity with the old code, and each year a number of them lose their lives by accidents. Concerning which we are told:

In many cases, in most cases, these accidents are unavoidable ones caused by the innocence on the part of the driver new to the mountains of the conditions this type of driving exacts, or to the inability of one used to driving on level roads to adjust his habits and practises to the absolutely different driving of the steeps. For automobile management in the mountains is done by certain rules of a stern, unvarying code; and those who disobey these rules commonly pay a penalty. Yet to drive in the highest of mountains is both pleasurable and safe once you listen to a few simple admonitions and use them in practise.



Photograph by courtesy of *The Outlook*

COASTING DOWN THE COLORADO MOUNTAINS

Far more commodious than the overland one-track trail of the covered wagon is this modern road; but the ancient traffic rules still prevail, and the motorist needs some "safety first guidance."

Nearly all the accidents come when the control of the car is snatched from the driver's hands and taken by that fabled wraith that guards the mountains and resents the intrusion of man. No longer do we believe in fables, of course; we are able to explain the cause of this lack of control by the rules of motion and physics. Usually these accidents occur when the car is going down-hill, rarely when on the up-grade. Therefore in mastering the first rites of the sound mountain driver what you must know is how to manage the car going down-grade.

The old mountain driver takes no chances on the down-grade. That is the part of his work that he most fears. He knows that it is almost impossible to get such speed going up-grade as to lose control of the car. But he also knows that down-grade is another matter, for here the car, independent of motor power, goes plunging and lurching by the force of gravity, gaining momentum with each turn of the wheels, till its speed becomes that of an arrow from the long-bow of a stout archer.

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It is then that trouble comes. A heavy automobile burning its way down a steep grade is not to be controlled by fabric brakes, tho the car may have two or four or six of these. The driver who depends upon such brakes soon burns them out and has none, and is at the mercy of the road; a very untender mercy at times. When the power of the brakes allows the driver to stop the car suddenly and lock his wheels and skid about on the road, even then their safety may be a deceit, because if the car is traveling very swiftly this sudden locking of the wheels may swerve it from one side to the other; if the side to which the swerve is directed is the side next to the abyss that is usually the boundary of the mountain road, the car may go over and down.

Here the writer invokes a simple remedy:

Knowing all these things from watching others and perhaps from experiments of his own—experiments which made his heart stand on end—the veteran handler of the mountain automobile displaces any confidence in the standard forms of braking and uses a far safer and more efficient force. What is this force that he uses? It is the compression of the motor, and its specific nomination in mountain driving is going down on compression.

The way the trained driver uses compression for gaining and guarding control of his car is this: At the top of the hill—not a little way from the top, not at the center, mind you, but at the very top, before ever he sets wheel on the down-grade—he will judge the steepness of the hill, and then by the dictation of his judgment put his car in one of the speeds provided for its starting and motivation, let in his clutch, and come down in gear. That is all there is to it; yet at all times he has a dependable brake which will not slip, will not wear out, will not burn up.

Most cars have the usual three speeds forward, so that the driver has three degrees of compression braking to choose from. If the hill is long and not very steep, he will choose high speed, which provides a mild form of stoppage useful on mild grades. If it appears to him to be too steep for the control in high speed, he will use his second or intermediate speed—a much more effective brake, as it requires so many more revolutions of the motor to each revolution of the rear wheels. And if the hill is one of those that are enthusiastically but misguidedly described as being straight up and down, he uses his lowest speed, which is so effective a brake that he can barely creep down the steepest pitch with safety.

His foot brake and the lever brake he uses as supplementary instead of primary in controlling the car. Often it is not necessary for him to use either of them at all, compression providing all the braking necessary for safety and comfort. When it becomes at times necessary, in negotiating an especially steep place or in going round sharp curves, to slow up the car or to bring it to a full stop, he will press the foot brake or pull the hand lever.

In using compression on the down-grades, says Mr. Roth, it is not necessary to turn the switch of the motor to "off." The motor running "does no harm nor does shutting it off do any good." Furthermore:

I have mentioned the veteran's rule for the time of going into compression, namely, at the top of the hill, and not

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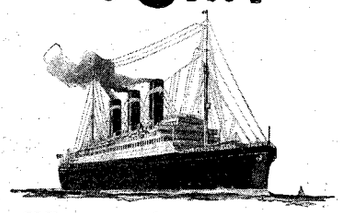

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MOTORING AND AVIATION
Continued

part way down. There is reason for this rule, as there is reason for all mountain-driving rules. In this case it is that when a car gains momentum down-hill it is either extremely difficult or actually impossible to put it into one of the lower speeds, for the wheels are going faster than the motor and by mechanical possibilities there can be no enmeshment of the gears. Once in a while even a veteran mountain-driver, a truckman or timber or supplies hauler, will grow careless as to this rule and will neglect to put his car in the lower gear at the top of the hill, where he should, and will not be able to make the shift after it has gained speed; then he will find his car jammed up against the side of the mountain, wrecked, and himself injured, or else he will find it down in the valley thousands of feet below.

The danger of going up-hill is not so much to the occupants of the car as to the car itself. The mistake of most drivers new to mountain work is in hurrying too much. That is wrong. Hurrying strains the car and may work irreparable damage in the form of scored cylinders, burned-out bearings, and the like. Speed as reckoned in the mountains is not speed as reckoned on the concrete highways. You can not average thirty miles an hour in the mountains all day long, as you do on level roads. You do very well, indeed, when you average fifteen, which is fast enough for safety and sights.

Forcing the car is also one of the causes of overheating, a common enough phenomenon in the mountains, where you will see cars drawn up alongside the road almost anywhere with their radiators spouting white steam, their engines cracking as if in voluble complaint at wrong treatment. This overheating is very dangerous to the life of the car; and it should never be disregarded. When your car boils, stop and let it cool off and put in cool water.

Overheating has two other main causes besides forcing. These two are mechanical troubles and overloading. Mechanical troubles often mean delays and disappointments and expense in the mountains. It is in the mountains, in fact, where troubles show themselves and stay with you most persistently. It takes a well-conditioned car to carry its occupants over mountain roads at the best, and the owner is wise who puts his car in as good shape at the start as possible; for he will then have done his part, and the rewards of his foresight will be days untroubled by a balky car and halts for repairs.

As to the overloading of your car, here is a question most carefully to be watched. Load five persons into a car, load in on top of them several hundred pounds of camp equipage, food, clothing, and the many personal things which the traveler regards as indispensable, and you have imposed a task upon the most powerful of gasoline motors that will make it rightfully strain and groan.

If you drive long enough in the mountains, you are going to run into rain. In the very high mountains it rains every day in the summer-time. The earth of which most mountain roads are made becomes slippery through even a little wetting. This necessitates chains. Do not leave home without them. They are a good deal more vital in the mountains than anywhere else. A skid on the pave-

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ment may have as its worst penalty the running into a low curbing or striking a passing motorist, neither of which may be fatal; but a skid in the mountains may carry the car just far enough to let it drop over the side—and then nothing but space for half a mile.

Some mountain motorists advocate four chains, one for each wheel. Two, however, are enough, on the rear. They will give you all the traction you need and the safety from skidding too. If, tho, you feel better, safer, with four, use four. The two in front can not harm.

In buying chains for mountain use buy the very heavy kind called truck chains. They wear longer, grip better.

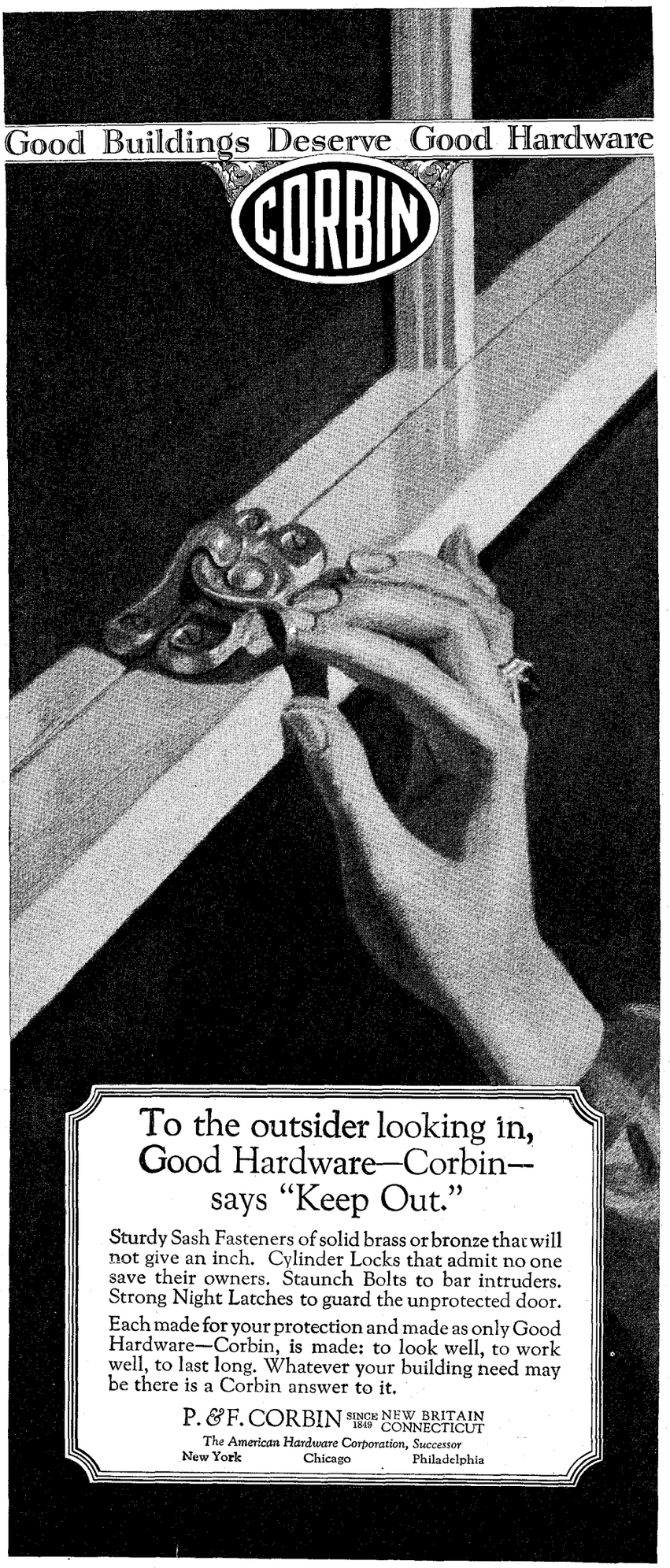
The mountains are filled with curves, and the curves with surprizes. The thrill of driving in the mountains comes partly from these curves and their attendant surprizes, for you never quite know what is going to be around the corner—in scenery or other motorists. Neither does the motorist approaching that curve from the other direction. You may both be surprized if you meet unexpectedly at the point of some sharp curve, especially if both of you are going faster than is right. One or two such meetings, accompanied by a wildly working heart and a thrill much too realistic for a peaceful mind, and you will have learned this cardinal lesson of driving in the mountains: to sound your horn at every curve.

The outside of the road has the right of way. Fairness entered that law on the unpublished code, because when the way was narrow and the passing of another vehicle more dangerous than now it was justice to give something to the man who held the outside position.

PROTECTING THE MOTORIST AGAINST "BOOTLEG" OIL

"GIVE me a quart of So-and-So," says the hurried motorist, naming a brand of high-grade lubricant.

The man at the wayside filling station trots out a container bearing the corresponding name and trade-mark, and proceeds to pour the oil where it will do the most good—or harm—to the delicate mechanism of the customer's car. It may occur to the hurried motorist that the container was an unsealed one, or he may not notice that detail. If he does notice it, he may be too careless, or too ignorant of the destructive effects of inferior lubrication, or too good-natured, or too shy, or in too much of a hurry, to make any objection. He pays the price of the brand he ordered and goes on his way, not realizing that a damaging factor has entered into the economy of his car. And in this way, it has been disclosed by investigators of the American Fair Trade League, an incredible amount of economic waste occurs by the shortening of the lives of interior combustion engines throughout the country. Embarking in a crusade against "bootleg" oil, foisted upon confiding car-drivers at fraudulent filling stations and garages, the League has uncovered facts of such a nature as to evoke startled editorial comment in all directions. Dr. Henry J. Masson, professor of chemical engineering at New York University, who has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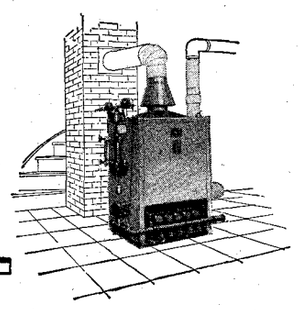

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MOTORING AND AVIATION
Continued

submitted numerous samples of "bootleg" oils to exhaustive tests on behalf of the American Fair Trade League, is quoted as declaring that their use bids fair "to make worthless millions of dollars' worth of machinery"; while the League itself, after exhaustive research, estimates the wastage at almost $1,000,000,000 a year. As the New York *World* points out:

Some 20,000,000 motor-vehicles are operated in the United States at a cost of $10,000,000,000 a year. More than 4,000,000 cars are made each year; the value of vehicles and parts made in 1925 was more than $4,200,000,000. Half the lubricant used in this vast industry, it is estimated, is of an inferior quality to that which the buyer orders and supposes that he is paying for. The damage done by this practise in the premature wearing out of parts can easily be, in so vast a field, enormous.

Presiding Justice Simpson of the commercial frauds court in a statement from the bench urges the need of immediate action to check the harmful substitution of inferior lubricant in filling stations. The cooperation of motor and equipment makers is recommended for that end by the court. If statute authority is needed to meet new conditions the great army of motorists should supply what pressure may be needed in the State capitals.

We are reminded by the Plattsburg *Republican* that remedial legislation has already been invoked. Quoting a statement issued by the Fair Trade League, to the effect that the crusade against "bootleg" oil has received an impetus from a law which took effect on July 1, it explains:

This law was passed by the last legislature, after oil manufacturers, with the support of the State Bureau of Weights and Measures, had demonstrated the wide extent of the substitution evil.

A representative of this Bureau made fifteen calls at automobile service stations in Albany, selecting these stations at random. Out of the fifteen, the investigator was told that seven stations did not keep the brand of oil ordered. Two stations sold the genuine oil called for. The remaining six sold an oil which proved on analysis to be spurious. The Bureau has been informed that more extensive investigations in Washington, Detroit, Philadelphia, and other cities showed that the percentage of spurious oils sold in these districts has been about the same as in Albany.

The new law makes it unlawful "to fill with a spurious or substitute article any order for a lubricating oil for an internal combustion engine, if such oil ordered is designated by a trade-mark or distinctive trade name." Oil manufacturers whose trade-marks or trade names are injured by such substitution are permitted to recover from the offending service station a penalty of $100 for each such substitution.

In its statement regarding the new law, the American Fair Trade League says, "It is difficult to detect such substitution because ordinarily the oil is poured from an open measure into the crank case, where it becomes mixed with the oil contained therein, and contaminated with gasoline, carbon, and other substances present, so that if a sample of oil is then taken from the crank case it is impossible to determine either the kind of oil delivered, or its condition when delivered. Engine trouble may follow from which it might be inferred that spurious oil had been passed off on the purchaser, but that is not legal proof of substitution. It may be that the purchaser is sufficiently alert concerning the genuineness of the oil, and it may be that he attempts to safeguard himself by making sure that the drum or barrel from which the oil is drawn is marked with the name or brand of the manufacturer whose oil he asks for, but even he can be, and often is, deceived, for the drum or barrel may contain spurious oil. The only way whereby it is possible to determine the genuineness of the oil, even when it comes from a container bearing the brand ordered, is to get a sample of it and have it analyzed. To do that is too much to expect of consumers. The responsibility of protecting the consumer, therefore, devolves upon the manufacturers of automobile lubricating oil."

From one of the League's broadsides, reproduced in the Baltimore *Sun*, we gather:

The owners of the 480,000 passenger cars and motor-trucks in New York City purchase, on the average, about 8,200,000 gallons of lubricating oil a year. Figuring the cost of this oil at $1 a gallon means an annual payment of $4,100,000 a year for spurious oils.

The chief loss, however, comes from the damage to bearings due to use of these inferior oils. Fifty to sixty dollars a car per year seems a conservative estimate for the cost of these injuries. Multiply this by 20,000,000, the approximate number of licensed motor-vehicles in the entire United States, and the national significance of this practise becomes strikingly apparent.

The enormous increase in the use of motor-cars during recent years has caused to spring up a multitude of oil service stations catering, for the most part, to a transient trade and with little incentive, therefore, to guard the best interests of their customers.

This class of dealers is the chief offender. Reputable manufacturers of lubricating oils have spent millions of dollars in educating car users concerning the grades of oil most suitable for the various types of motor equipment. Car owners are growing accustomed to ordering their lubricating oils by name and grade and to following charts carefully prepared by the manufacturers.

But the greed of the mushroom service station, coupled with the fact that it is almost impossible for the car owner to detect substitution from the appearance of the oils he buys, has fostered wide-spread substitution, which has caused incalculable loss to car owners through undue wear on the parts requiring lubrication.

These gyp service stations will take orders for any brand or grade of oils and fill them all from the same tank. To lend atmosphere, they may have oil drums and cans bearing the labels of the well-known standard oils. They may display these quality oils prominently, but it is easy to substitute inferior oils without the customer's knowledge.

The detection of these inferior grades of oil is a job for an expert. Under the microscope they show up grit which may not be visible to the naked eye, but which soon ruins the most vital parts of the engine.

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These low-grade lubricants, many of ıem, are purchasable in the open market r from fifteen to twenty cents a gallon ıd the motorist is charged as high as 1.20 a gallon under the impression that ə is buying the best grade of oil and the ·ade most suitable for his particular type ' car.

The loss to car owners on the price of the l and the unlawful profit received by the ealer, however, are of slight consequence ɔmpared with the cost of repairs and re-acements due to use of inferior and un-itable lubricants.

Automotive journals have given much ıtention to the details of Professor Mas-ɔn's report, from which we quote:

Various stations selling lubricating oil ere visited and a sample of "Blank Oil" ·dered. The various samples so obtained ere placed in a suitable container and ıken to the laboratory for analysis.

The methods of examination used were ıose adopted by the American Society ɔr Testing Materials and the United States overnment, and described in Bulletin 23A of the Bureau of Mines entitled United States Government Specifications ɔr Lubricants and Liquid Fuels and lethods of Testing." The following de-ɛrminations were made on each sample: pecific Gravity, Flash Point, Fire Test, our Test, Viscosity.

After tabulating the results for the first ɔrty-two samples examined, and present-ıg for comparison the characteristics of ıe oil requested by the purchaser, the ɛport goes on:

Of the first forty-two samples of oil ɛported, nine, or 21 per cent., may be onsidered as being "Blank" oil and 79 er cent. substituted oils. That is, in 1 per cent. of the cases the dealer was onest and delivered the oil requested. ɔn the basis of the above the chances of btaining the oil requested are one in five. 'urther analysis of the figures bring out he following interesting facts. The range n characteristics is as follows:

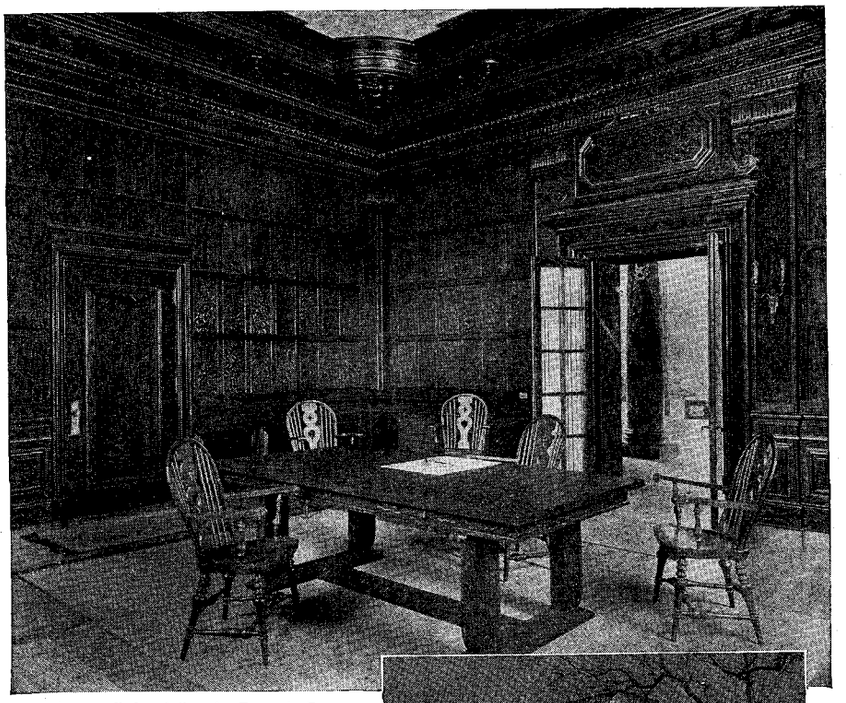
·pecific Gravity....	.8902 to .9506
'lash Point.....	330 F to 420 F
'ire Test.....	380 F to 475 F
'our Test.....	20 F to 40 F
'iscosity.....	194 sec. to 575 sec.

The number of oils which show consid-rable variation are just as great as those vhich show a small variation. It may be oncluded, therefore, that the individual lealer is not attempting to blend his oils o as to produce a product approaching hat sold under the name of "Blank" oil.

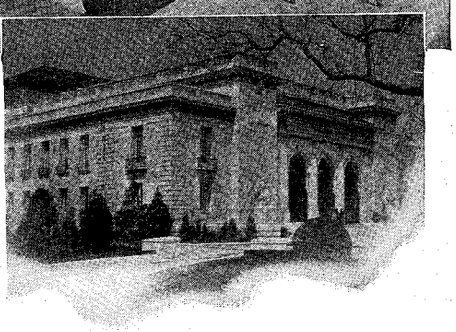
During the examination no attempt was nade to determine whether or not the oils vere reclaimed crank-case draining. There vas nothing to indicate that any were ·traight crank-case draining, but there was ·ome evidence to indicate that crank-case lrainings had been mixed with fresh oils. This phase of the subject is being investi-gated. The author is not as yet prepared ɔo report upon it.

Here are some of the Professor's con-ɛlusions:

This investigation was undertaken orig-nally to determine the extent of substitu-tion of lubricating oils. The results indi-cate that the extent of this practise is very wide, and the chances of the autoist obtain-ing the oil requested are about five. How-ever, the results permit of additional and



Room panelled with Douglas Fir in the Pan-American Union Building, maintained by the twenty-one American Republics. Messrs. Albert Kelsey and Paul P. Cret, Architects



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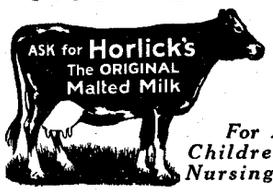

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MOTORING AND AVIATION
Continued

equally important conclusions. Two factors are involved. The first is concerned with substitution without sacrifice in quality. That is, the purchaser may ask for "Blank" oil but receive another of equal quality. This is a fraud on the purchaser but no detriment to the automobile. The second case may be described as a double fraud, for, instead of receiving "Blank" oil, he receives "Klank" oil more or less suitable for the purpose purchased. This is a fraud on the owner and the machine. The investigation shows instances of the first class—*i.e.*, the oil will render reasonably good service—but also shows a number of instances of the second class—*i.e.*, the oil is unsuitable for use in the crank case.

It must be obvious that certain of the oils examined are lacking in the requirements of a good lubricating oil for crankcase use, thereby verifying existing suspicions. Assuming that the situation throughout the country is not quite as bad as that disclosed, it is fair to assume that instead of approximately 80 per cent. substitution there is only 50 per cent., and that half of those substitutes are satisfactory. Therefore 25 per cent. of the oils sold are unsuitable for use in the crank case. It is estimated that 20,000,000 motor-vehicles are operated in the United States. If 25 per cent., or 5,000,000, are being served with unsatisfactory oil, it means that five million automobiles are going to an untimely death on account of improper lubrication.

POSTMASTER-GENERAL NEW ON AIR-TRANSPORT PROBLEMS

"IN MY OPINION air-lines in the United States will only be permanently maintained as they are made commercially successful, and to be made so they must not be dependent wholly upon receipts from mail—they must carry passengers and packages. Where such a line is in existence, the fact of its operation will compel the Government to use it for the transportation of its mails in all cases where the savings of time made possible will command for it a rate of postage that will let the Government out."

Such is one of the conclusions reached by Postmaster-General Harry S. New in an article under the title, "Transport Trails Blazed by the Air-Mail Lines." Quoting Mr. New's views as presented in *The Aero Digest:*

The story of the past and the condition of the present so far as the Air Mail Service is concerned is very aptly stated in the following paragraph taken from the circular of Chairman O'Leary of the Chamber of Commerce of the United States:

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—it has been to pioneer in a field of transportation which in the very nature of things could not have been successfully undertaken by any other agency than the National Government. It has demonstrated to the American public that service between far distant points can be supplied by airplane with regularity, speed, and accuracy.

Of course we have had failures and accidents. Most of the accidents have carried their lessons, and, unhappy as they were, they have been productive of knowledge that serves to prevent their recurrence through elimination of cause.

Most of the delays have been caused by weather conditions—chiefly fog and poor visibility—and a majority of the accidents to underdeveloped machines. There has been immense advance in the character of machines since the Air Mail Service was undertaken, all made possible through the lessons taught by experience.

I have been so often misunderstood that I almost hesitate to give any expression of my belief as to the future of the air mail. Transportation by air is very expensive. It will probably never be reduced in cost to a point which will make it dangerous competition to steam or gasoline surface services. I doubt if the Government can undertake permanently to maintain air-lines for the sole purpose of transporting the quantity of mail that can reasonably be expected for them.

There has been a tremendous demand from all over the country for the establishment of air-mail service, says the head of the Post-office Department, and it is difficult to make the public understand the impossibility of complying with all these numerous requests. In fact—

This would not be possible, even to the great financial resources of the Government, because of the expense involved.

The Government of the United States can carry nothing but the mail, and receipts from this source will not provide adequate revenue in many cases. The overnight service between New York and Chicago does not pay operating expenses; it is growing, but nowhere else can we look for the volume of business that is furnished between those cities.

It is up to private capital to establish and maintain air services. Receipts from the mail will serve as a substantial backlog, but to be commercially successful, revenues must be obtained from other sources also, just as they are required by railroads, steamships, bus lines, and every other established means of transportation.

Within the last year the Post-office Department has accepted bids for the establishment of thirteen lines, some of which may be doomed to commercial failure, but neither the public nor the contractors would have ever been satisfied without a demonstration. There will be other experiments and other failures hereafter, but there are many lines that can and will be successfully maintained, and in my own mind I am satisfied that the services will grow and multiply rapidly, fulfilling a vital need throughout the country.

It is the purpose of the Department to maintain the services that are now provided by the Government, namely, the Transcontinental and the New York-Chicago night service, until such time as they can be turned over to private companies with a guaranty that they will be maintained.

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BALLOONS

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The Biggest Thing in Business

ONE man's money, says the adage, is as good as another's. The nickels and dimes of plain folk reared the Woolworth Building, the greatest cathedral of modern commerce. On the marble shelf of the bank teller, Tony Marino's dollar rings as melodiously as that of Stuyvesant Cabot.

But is one man's patronage as valuable as another's? Obviously, no.

Democracy will not stretch so far as that. It admits equality in the inalienable rights to Life and Liberty, but not in the Pursuit of Merchandise.

It is said that 100,000 families make up the aristocracy of wealth, but those who distribute merchandise are interested in the several million families who—in every community and at every income level—make up the aristocracy of the alert mind.

Markets today are ruled by oligarchy.

Majorities do not govern. Through the streets of every community there move a salient number who are the instigators of syles, standards, customs and habits.

Did you notice that we used the words "every community"? The size and importance of this market has been stated very effectively by J. Walter Thompson Company in their News Bulletin:

> "The alert people in every community and at every income level are the people worth while reaching with any new idea. It is this basis of alertness which really counts for most in any classification of people. Income, automobile ownership, telephone installation, home ownership, racial origin and all the other standards for classifying people are less vital than this one —alertness."

For forty years advertising men have preached the power of good-will, and the practicability of winning good-will through the printed page. An excellent and typical statement is that made by Theodore F. MacManus:

> "It is absolutely true that a good reputation—the most priceless asset any business can possess —is a purchasable thing."

There are plenty of splendidly equipped factories which are for sale at bargain prices because their bill of sale would not include the biggest thing in business—good-will.

A good product, an efficient plant, and adequate sales staff and distributing machinery are essential for any successful business, but they avail little without public acceptance.

This doctrine of good-will is familiar and even trite.

The modern leaders of advertising go further and place emphasis upon the *type of individuals who exert the good-will*. A good-will which flows from one cross-section containing a million people

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DRURY COLLEGE LIBRARY
Springfield, Missouri

may be worth far less or more than a good-will held by another cross-section containing precisely the same number.

Such is the implication in the query, "Does it matter to you who buys your product?" and in the even more searching one, "Does it matter to you who buys it *first?*"

This "modern" approach is not so modern after all. It was set forth in the "Art of Worldly Wisdom," published so long ago as the sixteenth century, somewhat as follows:

> "If you would sell your goods to the multitude, address your message to the connoisseurs."

Astute sales managers, opening a new territory, instruct their salesmen to exert their first effort upon certain selected stores and homes.

The canvasser who puts his foot in your door is quick to rattle off the name of an influential neighbor who has already patronized him.

The makers of a medium-priced automobile sent out the first fifteen cars of their new model, all washed and polished, and left them standing before the residences of the pivotal people in the city.

For the high grade, costly product the prospects must, of course, be selected with infinite care, and no time or effort wasted upon the impossibilities.

But what of the low-priced commodity in common use, the five-cent drink, the ten-cent gelatine, the dentifrice, the daily plate of soup, the dollar hosiery, the three-dollar hat? Leaders in these fields began long ago to perceive the importance of selling first the people whose example is followed.

Stand for a while at the counter of any retail store:

A customer comes in and asks for a certain brand.

"I'm sorry that we haven't it," says the merchant, "but here's the brand that Mrs. So-and-so always buys."

Another customer comes in and asks for something else which is not on the shelves. The dealer hastens to say:

"I ought to carry that. I'll have it here next time you come."

Why the different attitudes? The second woman buys no more than the first, and her money is no better. But the first represents only one household, while the second is known to the merchant as one whose contacts are wide, whose influence spreads, whose patronage can be cited as an endorsement.

There are alert people in every walk of life, and as an illustration of the size of markets in America, there are more than nine million homes that have telephones.

THE LITERARY DIGEST has built up one of the largest circulations in the magazine field—1,400,000 copies per week—by consistent circularizing of the telephone subscribers.

No one else has ever done such a job of sifting names. The DIGEST has taken all the alert people of America and picked out of them the most alert.

They are essential to the promotion of anything new. They are essential to the sustained market of anything old.

It is these alert, active, intelligent families at every income level, whose good-will is known as "the biggest thing in business."

(*Adv.*)

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INVESTMENTS ▾ AND ▾ FINANCE

THE NEW YORK BANK RATE ADVANCE

NOW FOR THE FIRST TIME in many months all the twelve Federal Reserve Banks have the same rediscount rate, the New York Reserve Bank having brought its rate into conformity with the 4 per cent. rate which has been maintained in the other districts for some time. The rather unexpected announcement, coming at a time when the bull market in stocks was again in full swing, leads a number of commentators to suggest that it was meant to tone down speculation, while others predict that it is likely to have such an effect. It is recalled by *The Wall Street Journal* that the New York Bank advanced its rate to 4 per cent. in January and lowered again to 3½ per cent. in April. Incidentally, remarks the same paper, "the present bank rate compares with 4½ per cent. to 4¾ per cent. prevailing for time money, 4¼ per cent. to 4½ per cent. for commercial paper, a range of from 4 to 5 per cent. in call money with an average for July of 4.28 per cent., and 3½ per cent. to 3⅜ per cent. for prime ninety-day bankers' bills." It does not seem to the Harvard Economic Service that the New York Bank rate advance greatly changes the business outlook for the fall. In the opinion of the Boston *News Bureau:*

> Purely domestic and quite plain considerations appear to govern now. It so happens that the interior call for additional funds comes perhaps a month or so unusually early this summer. There has been an appreciable withdrawing of money recently from the metropolis to the interior. And at the same time the volume of general business, as attested by so many indices, has been large and growing.
>
> All this has been measurably reflected in going open market rates for money—the eventual criterion of reserve rate.

There is no question in the mind of Carlton A. Shively, financial writer for the New York *Sun*, "but that the trend in money rates and the outlet for business make an increase a logical development." But in addition to that, he notes, many see in it "a handwriting on the stock-market wall":

> They recall that on previous occasions, particularly last January, when the rate was raised, the knell of the bull market was sounded. On these previous occasions a considerable demonstration of strength was made for a while and new high levels were reached. But as the effect of the higher rate made itself felt, speculation was hampered and a turn in the market's course came.
>
> There is a good deal of truth in the argument that conditions are different now than they were last January and February. At that time the market had become a highly speculative affair with stocks of companies with low earning power selling at unwarranted heights, solely because of the activities of pools and cliques, who were aided by a large public following. Brokers' loans had reached a much higher level than at this time. The market, in short, showed signs of getting out of control.
>
> Until recently, at least the bulk of the current advance has been confined to sound stocks backed by large earnings. The best class of railroad issues and the most prosperous of the industrials have led the market. Pools have not done a great deal and the public has just begun to come in. Brokers' loans have risen but little in comparison with the rise in prices. The recovery since the middle of last May has been based primarily on cheap money seeking employment, plus a realization that business was pretty good after all and was likely to get better.

This writer does not believe that the effect of higher money rates will be evident for some time; "after all, a 4 per cent. discount rate is not excessively high and call money at 5 or even 6 per cent. might not stop a strong market provided other factors were favorable." In Washington, according to a Baltimore *Sun* correspondent, the Federal Reserve Board's approval of the rate increase was regarded in the nature of a warning to Wall Street. The Board, we are told, "is not disposed to permit unchallenged a runaway market such as occurred last fall and during the winter." It is pointed out further that "the theory of the discount rate is that if it is raised there is a tightening of credit due to increased cost of money. Since the other eleven banks of the system are maintaining a 4 per cent. rate, New York interests would not be able to borrow any more cheaply in other sections than at home."

But it does not seem to the Pittsburgh *Gazette Times* that the intention of putting a brake on speculation was more than "incidental to more practical considerations." The Pittsburgh paper is not aware of any extravagant speculation, and says that the stocks that have led in trading are those that have been piling up big profits. "It was natural that they should advance." The editor finds the real cause of the rate increase to be this:

> Real business has put forth its claims upon capital. In addition, the crop-moving season is at hand.
>
> Manufacturing and commerce have first claim on the country's monetary stocks, is the theory of the Federal Reserve Bank act. The advance in the rediscount rate at New York, while only one-half of 1 per cent., is to be calculated as a 15 per cent. rise in the cost of this type of accommodation. Sensitive Wall Street feels it keenly, or has in the past, while to real business it is of no consequence. And this latter is of highest significance, since it means that productive business is flourishing and all the indications point to a continuance of the existing prosperity.
>
> The power that has given warning to speculative Wall Street, if the rise in the rediscount rate was intended to be that, will prove equal to meeting whatever contingency may arise. Wherefore, we all may pursue our several ways in confidence.

Accepting the theory that the Federal Reserve authorities acted in order to discourage a runaway stock-market, the New York *Journal of Commerce* observes:

> Certainly there is no criticism to be made upon the action taken in advancing the rate, but rather upon the delay in increasing it and the refusal to apply this corrective measure at a time when it would have been effective. As things stand the increase in the rate will, of course, tend to stiffen money charges to a certain extent. They were already showing a higher tendency, and this will confirm the movement. The influence of the rate advance will as usual be to reduce bankers' profit by a trifle, and hence to cut off some rediscounting, while at the same time it will afford a necessary warning to those who have been inclined to proceed recklessly with unwarranted borrowing for purely speculative purposes.
>
> In all this the result of recessions in values will, of course, fall upon the small man, who has again been allowed to come into the market in large numbers and who has bought heavily on margin. It may well be that he ought to have known better, but the point is that he did not, and our banking mechanism has been used in such a way as to caution him against this kind of speculative activity. Very likely it is true, as many contend, that no such caution would have "done any good." Be that as it may, the fact remains that no such caution has been afforded, but that the situation has gone on developing with but little restriction in any direction.
>
> Unfortunately stock-market prices and bank loans on securities can not be allowed to reach a high level and then be cut back without "pinching" some one. No known method of having the cake and eating it also has yet been discovered.

On the international aspects of the rate increase, the New York *Times* says:

> The general opinion in the financial district was that the rate change would not affect conditions as between New York and London. While many factors enter into the determination of the rediscount rate, it is the usual policy not to impose a rate that would cause an undue drain on England, especially since the British return to the gold standard. If the rate here were so high that it caused a withdrawal of balances from London, it might cause difficulty in maintaining the sterling rate and interfere with the building up of British gold reserves. There is no indication of such a condition now, as the New York rate still is 1 per cent. below that of the Bank of England.

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LOOKING AHEAD FINANCIALLY

Age of Surplus Earnings

Age of Declining Earnings

Age of Getting Started

Age of Retirement

What if *you* live to age 65?

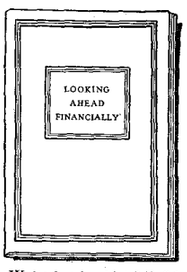
AN old age, free from financial stress, with means to travel and enjoy the leisurely recreations which were but suppressed desires during a man's hard-working years, is within the reach of many more than the comparatively few who enjoy it. It requires only moderate conservation of the income earned during the prime of life.

Sixty-three per cent of the 40-year old men of today will be living at age 65, according to the experience table upon which insurance rates are based. Their needs will continue, but their personal earning power—in most cases—will be spent or nearly so.

Regardless of present position, none of these men knows for certain what changes in his financial status the next twenty-five years will bring.

A sensible precaution is to build an adequate surplus to protect against unfortunate developments. *To provide for yourself if you live to old age is as necessary as to provide an estate for your family.*

Send for our booklet, "Looking Ahead Financially." Find out what it is possible to do in the next twenty-five years, with *your* income and circumstances. Few things are more important to you than the subject this book deals with. May we send you a copy?



Write for booklet LD-86

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ST. LOUIS 319 North 4th St. | BOSTON 85 Devonshire St. | MILWAUKEE 425 East Water St. | MINNEAPOLIS 610 Second Ave., S.

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They know that 6½% Guaranteed-Insurable Bonds are *always profitable*.

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6½% Adair Guaranteed-Insurable Bonds possess every standard safeguard developed during the progress and improvement of real estate financing *plus* the unconditional guarantee of the House of Issue, *plus* the privilege of insurance against loss on application to an independent Surety Company, with resources over $27,000,000 *plus* an income advantage of

44% over 4½% bonds
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8% over 6% bonds

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Gentlemen:—Please send me without obligation your booklet—"Why Your Real Estate Bonds Should Be Guaranteed."

Name.....

Address.....

MEANING OF THE GENERAL MOTORS "MELON"

ONE of the biggest "melons" of all time was "cut" on August 12, when the directors of the General Motors Corporation declared a 50 per cent. stock dividend, and, in addition, a regular quarterly cash dividend of $1.75 a share on the common stock. The fixt dividend rate for the common is $7 annually, but it has been the policy of the corporation to declare substantial extra dividends in cash, as conditions warrant. An extra dividend of $5 a share was paid on January 7 last, and an extra of $4 on July 2. The stock dividend just declared, we read in the New York *Times*, "is believed to represent the largest disbursement of the kind that has ever been made by an industrial organization." In the opinion of the Providence *News*, "the melon seems fully justified by the condition of the company. It is proof of sound management, and an indication of the healthy condition of the automobile industry." In fact, observes the Baltimore *Sun*, in an editorial discussing the General Motors "melon":

The incident has importance as bolstering confidence in the immediate future of the automobile industry and in the general business situation. An enormous number of people are employed in the industry, and as its activity, coupled with that of iron and steel and building operations, constitutes the basis upon which the present gratifying business condition largely rests, what the future holds out for it is of serious concern to the public. As depression in it would be widely felt, its prosperity would seem to foreshadow a healthy and vigorous era, at least for the remainder of the current year.

A more or less disturbing business factor has been the uncertainty that has existed as to the permanence of the present volume of trade and commerce. One melon-cutting does not entirely dissipate doubt, but so substantial a demonstration of faith in continuance of good times, accompanied, as it is, by marked progress in a number of basic industries, should have pronounced psychological influence.

In the opinion of the Philadelphia *Public Ledger:*

The stock dividend will be associated in the minds of most persons with the recent spectacular climb in the General Motors shares on the New York Stock Exchange. Back of this episode lies a story of sound growth in a great industry. Through their far-sighted investments, the motor companies have developed the industry to a point where we now have more motor-vehicles than telephones. There is a car for every seven persons in the United States.

The transfer of surplus now to capital account represents General Motors' method of rewarding stockholders for earnings plowed back into the properties over a long period of years.

"While a dividend of this nature admittedly tends to increase the market value of the old shares, and is therefore of actual value to stockholders, Wall Street's financial wizards have been unable to perfect a formula for placing a dollar value on such a distribution," writes C. Norris Stabler in the New York *Herald Tribune*. We read on:

Accounts of the General Motors' dividend gave it a value of from $400,000,000 to $600,000,000, yet it is not a dividend in the ordinary sense of the word, in that it creates nothing for the corporation and in itself gives the stockholder nothing he did not have before. Strictly speaking, it can not be said to have a value, altho it is always welcomed by stockholders.

It is in effect a stock split-up, and these terms are used interchangeably, altho financial linguists are quick to point out differences. A split-up usually involves calling in old certificates, issuing new ones and reducing the par value, and is generally followed by a corresponding reduction in the dividend per share. It is usually employed to broaden the market by giving each share a smaller value. A stock dividend consists of issuing additional shares of the same class to holders, rarely calls for the surrendering of old certificates or a change in par value, and is employed to capitalize surpluses.

Announcement of a stock dividend usually signifies that a corporation's earnings and financial position have reached the point where it can afford larger disbursements. While it could do so by increasing the dividend rate, an excessively high rate is more apt to lead to inquiries and higher taxes than is half the rate on twice the number of shares.

The Wall Street Journal finds "a great deal of misunderstanding" as to just what the stockholders of the General Motors Corporation will receive under the recent action of the Board of Directors. Says this financial daily:

The corporation has 5,800,000 shares of common stock outstanding, on which the regular $7 dividend calls for an outlay annually of $40,600,000. When the stock dividend is paid, it will have outstanding 8,700,000 shares, on which cash dividends at $7 a year will call for an annual outlay of $60,900,000. One quarter of the difference between $60,900,000 and $40,600,000, or $5,075,000, is the immediate cash benefit to be received by stockholders and the additional quarterly outlay on the part of the corporation which the dividend entails.

Both the Boston *Post* and New York *Herald Tribune* also find a great deal of misunderstanding as to just what constitutes a "stock dividend." So the New York paper goes on to explain:

A stock dividend consists of the issuance to stockholders of additional stock in proportion to their holdings. The fact that such an issue of stock is called a "dividend" has led many persons to think of it as a payment similar to a cash dividend. It is, as a matter of fact, nothing of the kind. It is neither a payment nor a distribution. The company's assets are just what they were before, and the stockholder's interest in them is just what it was before. No value has been created or distributed. The difference to the stockholder lies in the fact that, while surplus does not receive dividends, capital does, and the new stock is evidence of a claim on dividends in the future.

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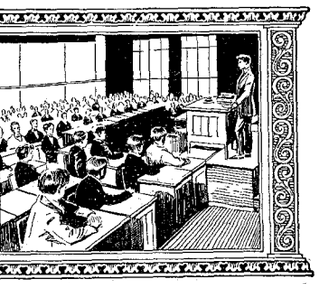
The School and College Directory



LITERARY DIGEST readers seeking private institutions of learning will find in our pages between April 10th and September 11th the following Classified Directory containing the names and addresses of some distinctive residential schools; vocational, professional, special schools, and colleges. Advertisements describing these institutions will be found in the first issue of each month from April to September.

You are invited to write for information to any of the institutions in which you are interested. We list only such schools as we believe are under highly trained and public-spirited executives. Our School Advisory Department continues to serve, as it has for many years, our readers, the schools and camps, without fees or obligation. It is necessary for inquirers to give specific information that may aid us in giving prompt Service.

Schools for Girls and Colleges for Women

Beaver College ..... Jenkintown, Pa.
The Birmingham School for Girls ..... Box 109, Birmingham, Pa.
Darlington School for Girls ..... Box L, West Chester, Pa.
Drew—The Carmel School for Girls ..... Box 630, Carmel, N. Y.
Fairmont School ..... 2109 S. Street, Washington, D. C.
Frances Shimer School ..... Box 648, Mt. Carroll, Ill.
Garrison Forest School for Girls ..... Box L, Garrison, Md.
Gunston Hall ..... 1920 Florida Ave., Washington, D. C.
Highland Hall ..... Hollidaysburg, Pa.
Howard Seminary ..... 101 Howard Ave., West Bridgewater, Mass.
Howe-Marot School ..... Thompson, Conn.
Lasell Seminary ..... 103 Woodland Road, Auburndale, Mass.
Linden Hall ..... Box 123, Lititz, Pa.
Lindenwood College ..... Box 726, St. Charles, Mo.
Monticello Seminary ..... Godfrey, Ill.
National Park Seminary ..... Box 157, Forest Glen, Md.
Ossining School ..... Box 8-D, Ossining-on-Hudson, N. Y.
St. Margaret's School ..... Waterbury, Conn.
Southern Seminary ..... Box 990, Buena Vista, Va.
Sullins College ..... Box D, Bristol, Va.
Virginia College ..... Box T, Roanoke, Va.
Ward-Belmont School ..... Box 14, Nashville, Tenn.

Boys' Preparatory

California Preparatory School for Boys ..... Box D, Pasadena, Calif.
Chestnut Hill School for Boys ..... Box L, Chestnut Hill, Pa.
Cushing Academy ..... Ashburnham, Mass.
Gettysburg Academy ..... Box B, Gettysburg, Pa.
Irving School for Boys ..... Box 905, Tarrytown-on-Hudson, N. Y.
Kiskiminetas School for Boys ..... Box 825, Saltsburg, Pa.
Milford School ..... Box 102, Milford, Conn.
Moses Brown School ..... Providence, R. I.
Peddie Institute ..... Box 8-P, Hightstown, N. J.
The Pond School ..... 42 Quincy St., Cambridge, Mass.
Suffield School ..... 20 High St., Suffield, Conn.
St. Christopher's School ..... Richmond, Va.

Technical

Bliss Electrical School ..... 468 Takoma Ave., Washington, D. C.
New Mexico School of Mines ..... Box P-4, Socorro, N. M.
School of Engineering ..... Dept. 8-C, P. O. Box 572, Milwaukee, Wisc.

Military Schools and Colleges

Bingham Military School ..... Box L, Asheville, N. C.
Bordentown Military Institute ..... Drawer C-7, Bordentown, N. J.
Columbia Military Academy ..... Box 506, Columbia, Tenn.
Culver Military Academy ..... The Executive Office, Culver, Ind.
Illinois Military School ..... Box 12, Aledo, Ill.
Kemper Military School ..... 706 Third St., Boonville, Mo.
The Manlius School ..... Box 108, Manlius, N. Y.
Marion Institute. The Army and Navy College ..... Box B, Marion, Ala.
Miami Military Institute ..... Box 269, Germantown, Ohio
Morgan Park Military Academy ..... Box 826, Morgan Park, Chicago, Ill.
Northwestern Military & Naval Academy ..... Lake Geneva, Wisc.
Randolph-Macon Academy ..... Box 410, Front Royal, Va.
San Diego Army and Navy Academy
Box L, Pacific Beach Sta., San Diego, Calif.
St. John's Military Academy ..... Box 12-H, Delafield, Waukesha Co., Wisc.
Staunton Military Academy ..... Box D, Staunton, Va.
Tennessee Military Institute ..... Box 124, Sweetwater, Tenn.
Wentworth Military Academy ..... Box L, Lexington, Mo.

Travel College

University Travel Association ..... 11 Broadway, New York

Vocational and Professional

Chattanooga College of Law ..... Chattanooga, Tenn.
Cumberland University Law School ..... Box 22, Lebanon, Tenn.
The Curtis Institute of Music ..... 539 Rittenhouse Square, Philadelphia, Pa.
Gordon College of Theology & Missions ..... Boston, Mass.
Ithaca Conservatory of Music ..... 5 De Witt Park, Ithaca, N. Y.
Leland Powers School of the Spoken Word ..... Upper Fenway, Boston, Mass.
Northwestern University—Campus ..... Box A-10, Evanston, Ill.
New Church Theological School ..... 48 Quincy St., Cambridge, Mass.
Posse-Nissen School ..... 779 Beacon St., Boston, Mass.
Rider College of Business Administration ..... Box L, Trenton, N. J.
The Sargent School of Physical Education ..... Cambridge, Mass.
Williams School of Expression and Dramatic Art
105 De Witt Park, Ithaca, N. Y.

Special

Miss Compton's School ..... 3825 Flad Ave., St. Louis, Mo.
Devereux Schools ..... Box L, Berwyn, Pa.
School for Stammerers ..... Citizens National Bank Building, Tyler, Texas
Stewart Home Training School ..... Box C, Frankfort, Ky.
The Trowbridge Training School ..... Chambers Bldg., Kansas City, Mo.
The Woods' School ..... Box 160, Langhorne, Pa.

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Simple Truths of Psychology That Have Made Men Successful

What enables certain business men to amass great fortunes? Psychology. What enables certain employees to secure promotion after promotion? Psychology. Why are certain salesmen always able to bring back the big orders? Psychology. What makes certain men and women popular and well liked wherever they go? Psychology.

EVERYBODY uses Psychology—consciously or unconsciously.

The child uses Psychology by waiting until its parent is smiling and in a good humor before asking for a penny.

The newsboy uses Psychology when he cries, "Extra! extra!" in order to sell more papers.

The salesman uses Psychology when he knows which prospect to approach with a smile and a cheery greeting.

The doctor uses Psychology by saying to his patient, "Why, you're looking much better to-day."

Every successful man, whatever his occupation—consciously or unconsciously—uses Psychology in dealing with his family, his employees, his associates, his customers.

One of the outstanding applications of Psychology occurred when the United States Government used Psychological Tests on nearly two million men to determine their mental fitness for army service.

Everybody uses Psychology. Few people realize that they are using it. The great mass of the people use only the few rules of Psychology which they have learned through hard experience. They usually call these rules "Common Sense."

What Is Psychology?

Psychology is the Science of the Mind—the most fascinating—the most surprizing—the most practical—the most valuable science of all. It teaches you how your own mind works. At the same time it teaches you exactly how other people's minds work. It gives you sure and scientific rules for influencing men and women in your favor.

Psychology teaches you how ideas are created—how instincts are formed—how to use the vast power of the subconscious—how to develop will power—how to strengthen the memory—how to banish timidity and self-consciousness—how to gain business daring—how to develop the Success Habit.

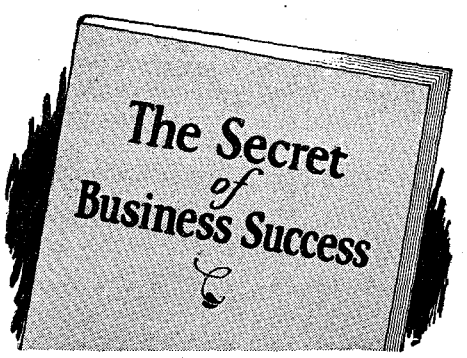
Psychology teaches you how to make a good impression—how to influence your employer favorably—how to read and test men—how to outgrow your present job—how to manage men—how to enthuse men and win their loyalty.

Few people indeed, realize that Psychology is a simple and practical science—that it can be studied—that it can be easily mastered—that it can be used in every-day life to bring health, happiness, and success. Once you learn to use the simple laws of Psychology—once you know the secrets of influencing people and the secrets of forging ahead which Psychology gives you—you make your success in life almost a mathematical certainty.

How Applied Psychology Can Help You

The practical application of Psychology—that is, the Psychology that the newsboy uses—that the salesman uses—that the business and professional man uses—all these practical applications are called APPLIED Psychology.

Psychology as a whole deals with every phase of the mind. It covers such things as hunger, thirst, mental images, and continuity of consciousness. Much of this is of no practical value to the average man. But APPLIED Psychology *is* of value—yes, of almost incalculable value. It is Psychology applied to every-day life. Applied Psychology takes up only the phases of this wonderful science that



Let Us Send You a Copy of this FREE Booklet It Explains How

- **—to influence people in your favor**
- **—to outgrow your present job**
- **—to master important problems**
- **—to strengthen the memory**
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- **—to banish timidity and self-consciousness**
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CURRENT ▾ EVENTS

FOREIGN

August 11.—The French Parliament adjourns without action on the United States debt settlement.

August 14.—All Mexican district attorneys are ordered to resign, reports Mexico City, so that the Government may replace those not in sympathy with the religious laws.

The French press, according to reports from Paris, assails Senator Borah and other American critics for harsh replies to Clemenceau's letter to President Coolidge.

August 16.—Belgium, according to a report from Paris, offers to sell the border towns of Eupen and Malmedy back to Germany.

August 18.—The Mexican police, says a report from Mexico City, are accusing many prominent men and women of plotting to overthrow the Government.

President Poincaré, of France, convenes his cabinet to begin work upon the program by which the Government hopes to bolster up the nation's finances.

DOMESTIC

August 11.—President Coolidge cuts $100,000,000 from the tentative departmental budget for 1928.

New York City and State dedicate their buildings at the Philadelphia Exposition.

August 12.—The race for naval armament continues but the United States is not in it, reports an aid to Secretary of the Navy Wilbur.

The forty-ninth anniversary of the invention of the phonograph is celebrated at the Edison plant.

August 13.—President Coolidge and Secretary Hoover indorse a plan for a vast commercial air system to girdle the United States.

Secretary Kellogg, replying to Catholic appeals for interference in Mexico, announces that the United States will keep hands off until our rights are jeopardized.

August 14.—Hoover announces that billions of dollars may be saved for the United States by putting a commercial air program into operation.

August 15.—The Mayor of Leavenworth, called the wettest spot in Kansas, resigns under pressure from the State's Attorney-General.

August 16.—The United States Government arrests 174 men about to cross the California-Mexican border to start a revolution in Mexico.

August 17.—President Coolidge, according to the "President's spokesman," announces that no violation of American rights justifying intervention has thus far taken place in Mexico.

Philippine villages, according to a report from Manila, are placarded with demands for immediate independence as Col. Carmi Thompson, special envoy of President Coolidge, continues his journey through the Islands.

FOSSIL TREES LINK US WITH ASIA

MILLIONS of years ago, in the days when dinosaurs wallowed in the swamps and laid their eggs on the shore sands and mud, America and Asia were joined, and a great unbroken forest stretched from Manchuria to Maine. This is indicated, according to Dr. Ralph W. Chaney of the Carnegie Institution, not only by the close resemblances of the trees and other plants of Eastern Asia and Eastern America to-day, but by the resemblances of the plant fossils found in Asia to those of the same geological periods found in many parts of America. Dr. Chaney, we are told in Science Service's *Daily Science News Bulletin* (Washington), was sent by the Carnegie Institution to accompany the Third Asiatic Expedition of the American Museum of Natural History, and his especial field of investigation was the fossil plant remains found in the same sands with the dinosaur eggs and with the flint implements of the early human inhabitants. We read:

The trees growing in Mongolia during the Cretaceous period, when the dinosaurs were laying their eggs in the sand, have a general resemblance to those whose fossils from the Petrified Forest of Arizona. They belonged largely to the group known as the Araucarians, now represented by the Norfolk Island Pine and other related trees found in the Southern Hemisphere.

Later, in the Tertiary period, only about four or five million years ago, the forest which covered parts of Manchuria much resembled the fossil forests of California and Oregon, according to the records of the rocks in both places. Both of these fossil floras have much in common with the present-day forest of the Pacific Coast redwood belt. They were dominated by a species of sequoia closely similar to, if not identical, with the modern coast redwood but also contained secondary elements such as alder, tan-oak, maple and bay.

Dr. Chaney concludes from the evidence now in hand that during all of this immensely long period Asia and North America as well have been slowly becoming drier. The redwood-tree serves as an indicator plant. It requires an annual rainfall of at least forty inches, and freedom from any long season of permanent frost. Its former presence in Manchuria, which now has a rainfall of only about twenty-five inches, and its present confinement to a comparatively narrow strip of mountain country on the American Pacific slope, are arguments in support of his thesis, Dr. Chaney states. Similarly, during the same period, Mongolia, to the north of Manchuria and farther inland, supported a tree population indicating a semiarid condition: mostly conifers and poplars, with belts of rushes about the occasional pools. But Mongolia is now one of the world's greatest deserts; again an indication of progressive drying up of the continent.

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CONTENTS

Hors d' Oeuvres. Elaborate as well as simple forms. *Photos:* Shrimp Cocktail, Caviar in Lemon Basket, Tomato Suprême.

Soups. Both kinds: Those made with meat stock and cream soups (purées) made from milk. *Photo:* Vegetables cut for Consommé à la Jardinière.

Fish. How to be sure fish is fresh. How to cook. *Photo:* Fried Smelts with Tartar Sauce in Lemon Shells.

Entrees. Hot and cold. *Photos:* Crab Meat in Aspic. Lentil Rolls.

Meats. How to prepare. What not to do. Fancy and plain cooking. How to carve. Diagrams: Cuts of Beef, Lamb, Veal, Pork.

Poultry. Schedule of time for cooking. How to prepare. Delicious dainty dishes of chicken, duck, turkey, pigeon, guinea hen. Also game. *Photo:* Proper Way to Hold Knife and Fork in Carving.

Vegetables. Schedule of time for boiling. How to keep tender in cooking. What not to do. Recipes. *Photos:* Stuffed Baked Potato. Potato Rosettes. String Beans on Toast with Hollandaise Sauce. Purée of Spinach Garnished with Egg and Toast.

Desserts. Cold, hot, and frozen. *Photos:* Vanilla Ice Cream with Fruit Sauce. Newport Pudding. Mocha Cake. Corn Flake Kisses.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

Appeal to Readers.—Can any correspondent give the LEXICOGRAPHER the exact wording of a statement attributed to Lord Bacon, that runs something like this: "Three things make a country great. Fertile land, a busy workshop, and an easy way to get from place to place"? He would like the exact quotation and the title of the book in which it was used.

accord.—"V. B.," La Follette, Tenn.—The verb *accord* should not be used for *grant* or *give*. *Accord*, intransitive, means "to agree or harmonize"; transitive, it means "to give or grant," but it carries with it the idea of great condescension. It should be distinguished from *award* which means "to adjudge as due between or among contestants; apportion; assign or allow," as, "You *accord* honor where honor is individually due, but *award* a medal to a victor out of many (actual or possible) contestants." An interview may be *granted* but not *awarded*.

bring, take.—"G. V. T.," Spokane, Wash.—The word *bring* expresses motion toward, not away. A boy is properly told to *take* his books to school, and to *bring* them home. If an object is to be moved from the place we occupy, it is *carried away* or *taken away:* if to the place we occupy, it is *brought*. Being at home, it would be correct to say, "I *brought* it home."

carpetbagger.—"J. R.," Wilkes-Barre, Pa.—The dictionary gives the following two definitions for this word: "1. A Northern man who settled in the Southern States at the close of the Civil War (1865): commonly used invidiously; so-called from the reckless speculating bankers of the West, who decamped with funds entrusted to them. 2. Hence, an adventurer."

cartology, cartography.—"H. A. M," Chicago Ill.—The word *cartology* means, "The science that treats of or relates to charts or maps"; *cartography*, "The art of drawing or compiling maps or charts."

collective nouns.—"E. W.," Philadelphia, Pa.—Collective nouns are followed by verbs and pronouns in the singular or in the plural according as they are regarded collectively or distributively. In the sentence, "There *was* a large congregation," the assembly is spoken of collectively, or as a whole. If the word is used distributively, that is, if anything suggests the idea of the component *individuals*, a plural verb should be used, as in the sentence, "The congregation *were* not all of the same opinion." The choice of a singular or a plural verb in cases where either form would be proper is hence often influenced by the writer's way of looking at the subject.

corn.—"H. E. H.," Portland, Me.—The Old English word *corn* has been traced in the language from Old Frisian *korn*, Dutch *koren*, Old High German *chorn*, Middle High German and Modern German *korn;* ultimately from Sanskrit *jri*, to age, wear down, decay, waste away. Therefore, a corn or grain may be etymologically a ripened, dried, as by age, worn-down or decayed particle.

The use of *corn* in connection with beef is that salt, through action on the meat, absorbs, dries, or takes away some of the properties possessed by fresh beef, much as dehydrating removes moisture from fruits or vegetables. The verb *corn* applies to meats treated with salt. It does not apply to everything saline. Originally *corn* signified something crushed or ground.

each and every.—"G. P. L.," Marion, Ala.—Concerning this phrase, Johnson in his "Alphabet of Rhetoric" says: ". . . As to the correctness of the expression *each and every*, some critics hold that it never should be used. Certainly it is pleonastic in the great majority of instances where it occurs; but there are a few rare cases in which it serves the purpose of first attributing the predicate distinctly to each individual and then to all collectively, but using *every* as a more emphatic inclusive than *all*."

footage.—"J. D.," Oshkosh, Wis.—In motion-picture cant, this word is used to designate the length of a production computed in feet; as, a three-reel production with a *footage* of 3,000 feet. The *footage* of one reel of film is approximately 1,000 feet.

forehead.—"E. M.," Albany, Ga.—This word is correctly pronounced *for'ed—o* as in *not*, *e* as in *get*.

intrigued.—"A. M. L.," San Francisco, Calif.—*Intrigued* as a synonym of "interested" is a recent development without justification either in sense or derivation. It is correctly synonymous with *perplexed* or *puzzled*, and when the word was recently revived by English authors, it was in general correctly used; but, through carelessness or ignorance, other writers seized upon the "new" word (dating from 1600) and being *intrigued* by its meaning have been equally *intrigued* in its usage, occasionally by chance—as in "an *intriguing* situation"—using an expression where the word is inadvertently correctly employed. There is a tendency to-day to give the verb the sense of *inveigle*, *cajole*, *allure*, or *entice*, based on the signification of the noun, "a plot or scheme to accomplish something by secret artifices."

literary, literature.—"A. B. G.," Kingsville, Tex.—*Literary* means "of or pertaining to, or used in literature." *Literature* used absolutely denotes what has been called "polite literature" or *belles lettres*, that is, the works collectively that embody taste, feeling, loftiness of thought, and purity and beauty of style, as poetry, history, fiction, and dramatic compositions, including also much of philosophical writing, as the *Republic of Plato*, and oratorical productions, as the orations of Demosthenes. In the broad sense we can speak of the *literature* of science; in the narrower sense, we speak of *literature* and *science* as distinct departments of knowledge. *Literature* is also used to signify literary pursuits or occupations; as, to devote one's life to *literature*.

more.—"R. H. F.," Washington, D. C.—The phrase formed by the adverb *more* and the adjective or adverb it modifies is equivalent in meaning to the comparative form in *-er*, and is commonly used instead of this form in the case of adjectives and adverbs of two or more syllables. Instances of *more* prefixed to a comparative are common in old literature; as, *more* proudlier (Shakespeare's *Coriolanus*), and the usage was revived by Tennyson who, to produce an archaic effect in his *Aenone* introduced *more* lovelier.

From this you will see that *more* was formerly used with comparatives but that recent usage omits the *more*.

muchly.—"L. G. L.," Louisville, Ky.—Although this word was formerly in vogue, it is now obsolete, and is stigmatized as slang, and as such is to be avoided.

often.—"K. O.," Enumclaw, Wash.—This word is correctly pronounced *of'n—o* as in *not*.

optometrist.—"A. C. H.," Lake Worth, Fla.—This word is pronounced *op-tom'i-trist—o's* as in *not*, first *i* as in *habit*, second *i* as in *hit*, and means "One who practises optometry," which is "Measurement of the powers of vision in general as acuteness of perception of form and color, or the extent of the field; more narrowly, measurement of the range of vision." The word is derived from the Greek *optikos*, from *opsomai*, shall see, plus *meter*, from French *metre*, through Latin *metrum*, from Greek *metron*, measure.

subject.—"E. B. M.," Greenville, S. C.—When used as a noun this word is accented on the first syllable—*sub'ject;* as a verb, *it is* accented on the last syllable—*sub-ject'*.

Taj Mahal.—"J. B. W.," Murfreesboro, N. C.—This is the name of the famous mausoleum of white marble, a gem of exquisite and graceful architecture, built by the Emperor Shah Jehan (1628-1658) at Agra, India. It contains the tombs of his favorite wife, Mumtazi Mahal, and of himself.

tornado, cyclone.—"L. L. H.," Chicago, Ill.—*Tornado* is practically synonymous with *cyclone*; the difference is mainly one of wind intensity. A *cyclone* is a system of winds circulating about a center of relatively low barometric pressure, blowing spirally inward at the earth's surface; it may or may not be attended by high winds. A *tornado* is a violent storm, of small extent, usually occurring on the southeastern border of a cyclone, accompanied by rain or hail, generally having a rotary motion and accompanied by a funnel-shaped cloud.

up-stage.—"L. W. R.," Muncy, Pa.—The term *up-stage* means "lofty, implying superiority," from the assumed idea that a person who holds a prominent part considers himself or herself superior to those holding lesser parts. An *up-stage* manner is, therefore, one of haughtiness sometimes bordering on contempt. This is the best information that the Lexicographer can give as the term has not yet appeared in any one of the books in his library.

viscosimeter.—"C. Q. N.," Texas City, Tex.—The correct pronunciation of this word is *vis''ko-sim'i-tar*—first two *i's* as in *hit*, *o* as in *obey*, third as in *habit*, *a* as in *final*.

visit.—"L. C. T.," Norfolk, Va.—The verb *visit* is transitive and means, "To make a visit to; to go or come to see (a person) in the way of friendship, civility, or professional business." It does not require a preposition.

To speak of *visiting with* a friend whose guest one is is colloquial and undesirable.

Wilfred.—"J. F. B.," New York City.—The name is often misspelled *Wilfrid*. The name itself is derived from the English word *will*, which is to be found in all tongues; Latin *vellvolo;* Gothic *viljan;* Celtic *iouli*. The form *wil* invariably a prefix, as in *Wilfred, Wilfrith, Wilfroy, Wilkin, William, Wilmet, Wilmot*.

The English *Fred* has been traced to *Frey*, which is said to come from the Sanskrit-root *pri*, meaning "love" or "rejoice." In the Zend it is rendered *fri*, and in the Greek *phile*. From this source we obtain the general meaning of the word *free* in all its forms—Norse *fri;* Gothic *frige;* High German *frei;* Low German *freoh*.

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Sociability.—WANTED—Lady wishes party to live with her. Address H, in care News Office.—*Ad in a Pennsylvania paper.*

The Thirst for Vengeance.—"Willie, what is your greatest ambition?"

"To wash mother's ears."—*Successful Farming.*

True Tolerance.—"Our pastor," writes a subscriber from Ohio, "says he is unalterably opposed to religion in politics and will never vote for any one but a Protestant."—*Outlook.*

A Hurry Call.—It is less than four months now to January—the period of frosts and pipe-bursts. You'll be wanting a plumber then, so send now.—*Punch.*

Now Will You Be Good?—"Now, Willie," said the teacher, "if you aren't a good boy I'll make you stay after school and learn the names of all the Premiers of France since 1925."—*Life.*

Dodging the Issue.—According to a laundry expert the causes of ruined collars are stiff cards, pointed collar buttons, and bulky neckties. Another cause, not mentioned by the expert, is laundries.—*Judge.*

A Nautical Canary.—LONDON, August —The British submarine *H-29* sang today in the Devonport Basin.—*Dallas Paper.*

Warm Hospitality.—
ASHBURN STREET YOUNG
PEOPLE BAKE GUESTS
—*Head-lines in the Scranton Republican.*

A Final Operation.—A New York specialist and a California specialist each claim the honor of having fixt Mr. Dempsey's nose. We predict that Mr. Tunney will settle the argument by fixing it himself.—*Judge.*

The Maiden's Complaint.—The young woman traveling with her stern-looking father was evidently not in the best of health. She was decidedly pretty, but her cheeks were pale.

A kind—if inquisitive—passenger sitting opposite leaned forward and addrest the stern parent.

'Your daughter seems very ill," he remarked, sympathetically.

'Yes," replied the father. "It is an affection of the heart."

'Dear me! Aneurism?"

'Oh, no! Only a lieutenant in the Navy."—*Pittsburgh Chronicle Telegraph.*

Hirsute Note.—A three-day growth of beard covers many an honest heart.—*Massachusetts paper.*

'Twixt the Wish and the Need.—
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Good. Want $80.00;
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—*Ad in a California paper.*

The Height of Forethought.—At the end of the third week Hart said he quit and Mrs. Hart went back to her parents in Smock. They were married September 28, 1926. The divorce is dated as of August 10, 1926.—*Pennsylvania paper.*

FAIR ONE (to Binks, who has been gallantly searching for bangle supposed to have been dropt overboard): "It's all right, Mr. Binks; Mr. Ryval's found it—it was in my bag, after all!"

—*London Opinion.*

Vanquished.—MAGISTRATE (severely, to old offender)—"So you've been fighting your wife again. Liquor?"

PRISONER—"No, she licked me!"—*Humorist (London).*

Never Grasped a Hot Poker.—
There's a time to part and a time to meet,
There's a time to sleep and a time to eat,
There's a time to work and a time to play,
There's a time to sing and a time to pray,
There's a time that's glad and a time that's blue,
There's a time to plan and a time to do,
There's a time to grin and to show your grit,
But there never was a time to quit.
—*Florida Power and Light Magazine.*

Page Mr. Ziegfeld.—
GIRLS' WEAR ¼ OFF
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Philippine gowns and combinations, now ¼ OFF.—*Ad in an Oakland (Cal.) paper.*

Fleeting Joy.—"That new cook of ours is a jewel—wasn't she?"—*Life.*

Another Charleston Victim?—Allen Bach who was hurt about the same time is still having trouble after loosing a leg.—*Idaho paper.*

Your Old Man Again.—FIRST LITTLE GIRL—"Do you believe in the devil?"

SECOND LITTLE GIRL—"No! It's like Santa Claus. It's your father."—*Outlook.*

Science Reaches the Sticks.—Miss Aileen Jacobs took her Grandma Jacobs to Olney for radio treatment of the hand last Friday, accompanied by her parents and sister.—*Flora (Ill.) paper.*

Subtraction.—TEACHER—"Take four out of five and what do you have, Tommy?"

TOMMY—"Pyorrhea, ma'am."—*Life.*

A Lively Dead One.—Cunningham was slain in a house on North Philip Street, which was used as a speakeasy, and was found only when he kicked his way through the door to the street.—*Philadelphia Record.*

A Job with a Price.—Any poor, ignorant boy, as any poor, ignorant boy knows, has a chance to become President of the United States. But no boy is so ignorant as to believe that any poor boy may become a Pennsylvania Senator.—*New York World.*

It Sometimes Happens Thus.—
DEATH ENDS LIFE
OF SEN. CUMMINS
—*Connecticut paper.*

Conscientious Arithmetic.—NEW OFFICE BOY—"I've added those figures up ten times, sir."

EMPLOYER—"Good boy!"

"And here's the ten answers, sir!"—*Passing Show.*

Ambidexterity.—If, in spite of precautions, you should one day detect the acrid, penetrating odor of a chimney fire, pour five or ten pounds of table salt down the chimney and at the same time turn in an alarm of fire.—*Domestic article in a woman's magazine.*

A Woman's Logic.—Mrs. Jones cast an entirely new light—and, it may be, a wholly reasonable one—on the problem of woman's dress the other night. She and Mr. Jones were awaiting callers, and Mr. Jones surveyed her new gown rather critically. "Isn't it a little extreme?" he suggested. "A little short and low cut?"

"Well, I don't know," said Mrs. Jones, "they are coming to see me, aren't they—not the dress?"—*Argonaut.*

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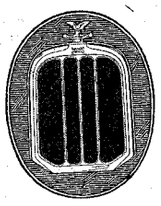

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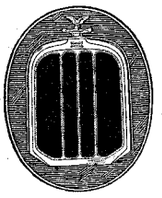

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